

## LAND USE APPLICATION SUMMARY

**Property Location:** 416-420 Hennepin Ave E  
**Project Name:** Central and Hennepin Apartments  
**Prepared By:** Mei-Ling Smith, Senior City Planner, (612) 673-5342  
**Applicant:** Curt Gunsbury, Solhem  
**Project Contact:** Curt Gunsbury  
**Request:** To construct an eight-story mixed-use building with approximately 5,400 square feet of commercial space and 229 dwelling units.

<b>Dwelling Units</b>	229 dwelling units
<b>Non-Residential Uses</b>	Commercial: 5,400 sq. ft.

### Required Applications:

<b>Rezoning</b>	Petition to rezone the properties located at 416-420 Hennepin Ave E from the C2 Neighborhood Corridor Commercial District to the C3A Community Activity Center District, retaining the PO Pedestrian Oriented Overlay district
<b>Conditional Use Permit</b>	To increase the maximum height of a principal structure above 4 stories or 56 feet, whichever is less, to 8 stories/101 feet, 10 inches
<b>Variance</b>	To increase the maximum floor area ratio from 3.78 to 5.78
<b>Variance</b>	Of the PO Pedestrian Oriented Overlay District standards to allow the first floor of the building to be located more than eight (8) feet from the corner side lot line along 5 <sup>th</sup> St SE
<b>Site Plan Review</b>	For an eight-story mixed-use building with approximately 5,400 square feet of commercial space and 229 dwelling units
<b>Vacation</b>	Of a public alley

## SITE DATA

<b>Legal Description</b>	<p><b>416 Hennepin Ave E</b></p> <p>All that part of Rearrangement of Block 11, Saint Anthony Falls described as follows: Lots 6, 7, 8, 9, 10, 11, that part of Lot 5, lying Southwesterly of a line commencing at the East Hennepin (formerly Central Avenue) line of said Lot 5, 10.4 feet Northeasterly from the Southwesterly corner thereof and thence running parallel with the Southwesterly line of said Lot 5 to Central Avenue (formerly 1st Avenue South East) also all of Lot 18 except and subject to the public right in strip on Southwesterly side thereof 15 feet wide deeded to City of Minneapolis for alley purposes; also all that part of alley as originally laid out in said Rearrangement lying</p>
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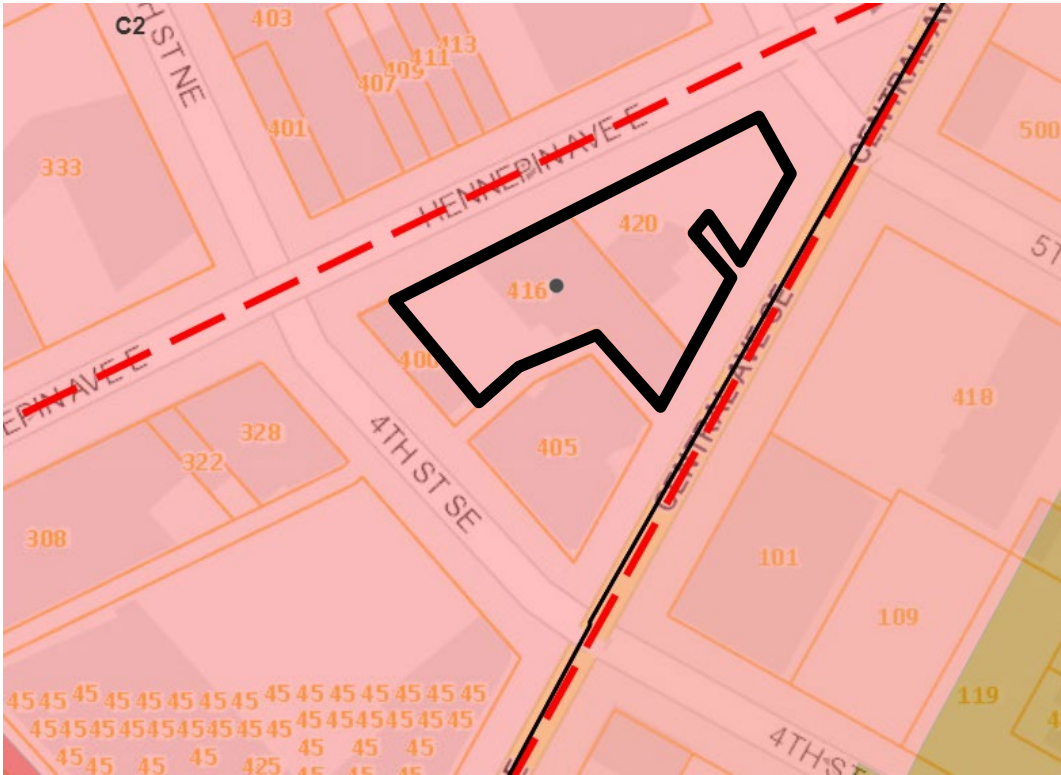
Date Application Deemed Complete	October 7, 2020	Date Extension Letter Sent	October 27, 2020
End of 60-Day Decision Period	December 6, 2020	End of 120-Day Decision Period	February 4, 2021

	<p>adjacent to said Lots 5, 6, 7 and 18, according to the plat thereof on file and of record in the office of the Register of Deeds, in and for Hennepin County, Minnesota.</p> <p>Abstract Property</p> <p><b>420 Hennepin Ave E</b></p> <p>Lots 1 and 2, "Rearrangement of Block 11, St. Anthony Falls", Hennepin County, Minnesota.</p> <p>Abstract Property</p> <p>AND</p> <p>Lots 3 and 4 and that part of Lot 5, lying Northeasterly from a line commencing at a point on the Southeasterly line of Central Avenue, now called Hennepin Avenue in the City of Minneapolis; a distance, 10.4 feet Northeasterly from the most Westerly corner of said Lot 5 and running thence Southeasterly parallel with the Southwest line of said Lot 5 to the Northwesternly side of First Avenue Southeast, now called Central Avenue, which line runs through the center or party-wall, all in "Rearrangement of Block 11, St. Anthony Falls", Hennepin County, Minnesota.</p> <p>Torrens Property</p>
<b>Existing Zoning</b>	C2 Neighborhood Corridor Commercial District PO Pedestrian Oriented Overlay District
<b>Lot Area</b>	29,703 square feet / 0.68 acres
<b>Ward(s)</b>	3
<b>Neighborhood(s)</b>	Nicollet Island-East Bank
<b>Future Land Use</b>	Community Mixed Use
<b>Goods and Services Corridor</b>	Hennepin Ave E; Central Ave SE
<b>Built Form</b>	Transit 30

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** The existing site contains two vacant buildings (a two-story office building and a one-story auto repair use) and a surface parking lot. The parcel has an irregular, triangular shape with East Hennepin Ave and Central Ave NE running along each side. A public alley runs along the southwest side of the site.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** The surrounding neighborhood contains a mix of uses, including high-density residential uses and commercial uses in the C2 Neighborhood Corridor Commercial District and C3A Community Activity Center District. The Mississippi River is located a quarter-mile to the west.



**PROJECT DESCRIPTION.** The project is an eight-story mixed-use building with 229 dwelling units and approximately 5,400 square feet of commercial uses on the ground floor facing Hennepin Ave E. The applicant is proposing thick fiber cement panel, fiber cement lap siding, brick, aluminum siding, and split face concrete masonry units (CMU) for exterior materials.

The applicant is proposing 204 vehicle parking stalls (0.89 ratio) and 240 bicycle parking stalls. All would be accessed from a single curb cut off of Central Avenue. There would be two levels of below-grade parking as well as parking within the ground floor and mezzanine levels.

Staff notes that the public hearing notice referenced a seven-story building, however, the rooftop enclosure constitutes an additional story due to its height. Therefore, this report reflects an eight-story proposal.

**PUBLIC COMMENTS.** Staff has received a letter from the Nicollet Island-East Bank Neighborhood Association, which is not supportive of the proposed project, as well as additional comments. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

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## ANALYSIS

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### REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the properties located at 416-420 Hennepin Ave E from the C2 Neighborhood Corridor Commercial District to the C3A Community Activity Center District, based on the following findings:

1. *Whether the amendment is consistent with the applicable policies of the comprehensive plan.*

The proposed zoning would be consistent with the applicable guidance and policies of Minneapolis 2040 (2020):

<b>Future Land Use</b>	<b>Guidance</b>	<b>Staff Comment</b>
<b>Community Mixed Use</b>	Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.	The project is a new, mixed-use building with commercial uses fronting on Hennepin Ave E. Active uses would be provided along both street levels, including three commercial spaces along Hennepin Ave E, as required by this future land use category. The development meets the future land use guidance for the Community Mixed Use category.
<b>Goods and Services Corridor</b>	<b>Guidance</b>	<b>Staff Comment</b>
<b>Hennepin Ave E; Central Ave SE</b>	Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.	Commercial uses (approximately 5,400 square feet) are proposed along Hennepin Ave E. While Central Ave SE is also a Goods and Services corridor, and this frontage would contain active residential uses.
<b>Built Form Guidance</b>	<b>Guidance</b>	<b>Staff Comment</b>
<b>Transit 30</b>	New and remodeled buildings in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 10 to 30 stories. Building heights should be at least 10 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district. Requests to exceed 30 stories will be evaluated on the basis of whether or not a taller building is a	The eight-story project does not meet the 10-story minimum listed in the Transit 30 Built Form guidance. However, the existing base zoning district (C2), as well as the requested zoning district (C3A) would require a conditional use permit to increase the maximum allowed height from four to eight stories, and there are no height minimums in either zoning district.



	reasonable means for further achieving Comprehensive Plan goals.	The Built Form guidance adopted in the <i>Minneapolis 2040</i> plan is currently being codified to allow for development intensity that is consistent with the height and bulk that is called for in the Built Form districts. Under the current ordinance, there are no zoning districts outside of downtown that allow for the proposed 10-story height minimum.
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The following policies and action steps from *Minneapolis 2040 (2020)* apply to this proposal:

**Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.**

- b. Allow the highest-density housing in and near Downtown.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.

**Policy 4. Access to Commercial Goods and Services: Improve access to goods and services via walking, biking and transit.**

- a. Allow commercial uses where they currently exist throughout the city.
- d. Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow for increased housing supply within and adjacent to Commercial areas.
- f. Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.

**Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.**

- a. Allow and encourage a variety of architectural styles.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.
- d. Require that the appearance and materials of the rear and side walls of new buildings are similar to and compatible with the front of the building.
- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.

**Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.**

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.

- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- n. Below grade parking is encouraged.
- o. Require above-grade parking structures to be designed with active uses along the street walls and with sufficient clearance and floor grades on all levels to allow adaptive reuse in the future.
- x. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.
- y. Encourage building designs that reflect the unique site and context where they lie within the city.

**Policy 8. Public Safety Through Environmental Design: Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm, including open spaces and parks, on publicly-owned and private land.**

- a. Integrate “eyes on the street” concepts into building design through the use of windows to foster safer and more successful areas throughout the city.
- b. Orient new development to the street, or other public ways, to foster safe neighborhoods.
- c. Design the site, lighting, landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- d. Provide on-site, non-glare producing lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating excessive lighting of the site.
- e. Locate landscaping, sidewalks, lighting, fencing, and building features to clearly guide pedestrian movement on or through the site and to provide clear delineation between public and private spaces.
- g. Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.

**Policy 13. Landscaping: Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.**

- g. Encourage boulevard landscaping and improvements, in accordance with applicable City policies and regulations.

**2. *Whether the amendment is in the public interest and is not solely for the interest of a single property owner.***

The rezoning would allow for a wider range of goods and services along two Goods and Services Corridors. The future land use guidance for the site is Community Mixed Use, which calls for active ground floor uses within large, mixed-use developments. The amendment is in the public interest and not solely in the interest of the property owner.

**3. *Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.***

The proposed zoning classification would be compatible with those of other properties in the area. Commercial and high-density residential uses are currently allowed in the area surrounding the property,

which includes C2, C3A, and R5 Multiple-Family District. The existing uses and zoning classifications of nearby properties are consistent with the C3A zoning district that is proposed for the parcels in question.

All properties would continue to be located within the PO Pedestrian Oriented Overlay District, which is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

4. *Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.*

The existing site contains two vacant buildings (a two-story office building and a one-story auto repair use) and a surface parking lot. The current zoning does not allow for high-density residential development due to its bulk regulations, while its land use designation and Built Form guidance call for larger developments. Allowing a wider range of available goods and services and a denser residential and commercial development is appropriate.

5. *Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.*

The site belonged to the B3-2 Community Retail District and then then B3C Community Commercial District under the 1963 code. The parcels on the subject site have been zoned C2 since 1999, when a new zoning code was adopted. Since then, the character and use of the site and surrounding properties have changed significantly as more properties in the immediate area have been redeveloped into high-density mixed-use buildings. The proposed zoning would be similar to the historical zoning classifications for these properties.

## CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a increase the maximum height of a principal structure above 4 stories or 56 feet, whichever is less, to 8 stories/101 feet, 10 inches, based on the following findings:

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

The maximum allowed height of a building in the C3A district is 4 stories or 56 feet, whichever is less. While the building height as measured to the top of the rooftop enclosure, which is 8 stories/101 feet, 10 inches at its tallest point, the primary roof line measures 84 feet, 4 inches.

Height, in general, has no impact on public health or safety. The establishment of an eight-story building that is 45 feet, 10 inches above the permitted height in the C3A district should not prove detrimental to the public health, safety, comfort or general welfare, provided the development complies with all applicable building codes, life safety ordinances, and Public Works Department standards.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

CPED finds that increasing the height of the building would not be injurious to the use and enjoyment of other property in the vicinity and would not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district. The properties immediately adjacent to the site are two-story commercial buildings, and high-density residential and mixed-use buildings are within a block of the subject site. All parking would be accessed from the adjacent alley to the south. The building has been

designed to enhance pedestrian-scale activity and improve upon existing conditions on the site and in the public realm.

3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.*

Increasing the height of the proposed building will not have an impact on utilities, access roads, or drainage. The applicant submitted the proposed project for Preliminary Development Review prior to submitting the land use application and will be required to complete that process prior to obtaining building permits.

4. *Adequate measures have been or will be taken to minimize traffic congestion in the public streets.*

All traffic would access the site via the adjacent alley off of Central Ave SE. The applicant is planning to remove two existing curb cuts off of Central Ave SE and four curb cuts off of Hennepin Ave E. The applicant is proposing 230 bicycle parking spaces throughout the development, which exceeds the minimum bicycle parking requirements for the 229 dwelling units and commercial spaces. The development meets the minimum vehicle parking and loading requirements, as well.

The applicant has submitted a draft Travel Demand Management Plan, which suggests that restricting the traffic access off of Central Ave SE to right-in and right-out only would reduce service impacts along Central Ave SE caused by left-turning vehicles, as well as provide safety benefits by reducing vehicular conflict points. Staff recommends a condition of approval that the Central Ave SE curb cut shall be restricted to right-in and right-out traffic only.

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*

The proposed use would be consistent with the applicable guidance and policies of *Minneapolis 2040 (2020)*, as described in finding #1 of the rezoning analysis.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If the requested land use applications are approved, the proposal will comply with all provisions of the C3A and PO Districts.

**Additional Standards to Increase Maximum Height**

In addition to the conditional use permit standards, the Planning Commission shall consider, but not be limited to, the following factors when determining the maximum height of principal structures in commercial districts:

1. *Access to light and air of surrounding properties.*

The development addresses light and air of surrounding properties by varying the height, massing, and building setbacks of the structure on the site. There are no residential uses in the immediate vicinity. There is public right-of-way separating the site from other properties on all sides except for a portion of the southwest side of the site, where there is an adjacent commercial structure built up to the property line. The applicant is proposing an on-site building setback of 5 feet, 9 inches from the adjacent structure. Increasing the height of the proposed development should not impede access to the light and air that the surrounding properties receive.

2. *Shadowing of residential properties, significant public spaces, or existing solar energy systems.*

The applicant has submitted a shadowing study that demonstrates the proposed development's impacts on nearby properties during the summer solstice, spring equinox, and winter solstice at different times of day. The shadowing study submitted by the applicant suggests that there would be some shadowing impacts on adjacent properties during the winter solstice, however, the direction and intensity of the shadowing varies throughout the day and there would be no residential uses in the area impacted by the shadowing.

The nearest known solar energy system is located approximately 1,500 feet to the east of the site. The proposed building that is 101 feet, 10 inches tall would not affect the functionality of this system given its location and height.

3. *The scale and character of surrounding uses.*

The eight-story building would be consistent with the character of other residential uses in the greater area. The building would be taller than the neighboring two-story buildings, similar in scale to Red 20 (20<sup>6th</sup> St SE), and shorter than the newer mixed-use developments to the north, along 4<sup>th</sup> St SE. The development would bring substantial pedestrian-scale and public realm improvements to both street frontages.

4. *Preservation of views of landmark buildings, significant open spaces or water bodies.*

The proposed development will not block views of landmark buildings, significant open spaces, or bodies of water.

### **VARIANCE – FLOOR AREA RATIO**

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the maximum floor area ratio from 3.78 to 5.78, based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

The maximum floor area ratio (FAR) for multi-family dwellings before density bonuses in the C3A District is 2.7. The project qualifies for two density bonuses for enclosing all required parking and for providing more 50 percent of the ground floor area as commercial space (0.54 per bonus). Therefore, the maximum allowed FAR of the project is 3.78. The proposed project includes 171,777 square feet of gross floor area on a site that is 29,703 square feet in area, which equals a floor area ratio of 5.78. A variance is requested to increase the maximum floor area ratio from 3.78 (112,277 square feet) to 5.78 (171,777 square feet), for a difference in 59,500 square feet of gross floor area.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The site is located along two Goods and Services Corridors and is adjacent to high-frequency transit routes. In addition, the site is covered by the Transit 30 Built Form guidance in *Minneapolis 2040* (2020), which calls for building heights between ten and thirty stories. The comprehensive plan policy recommendations that support high-density multifamily and mixed-use development on this site and along this corridor contribute to unique circumstances that have not been created by the applicant. The Built Form guidance adopted in the *Minneapolis 2040* plan is currently being codified to allow for development intensity that is consistent with the height and bulk that is called for in the Built Form districts.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The purpose of the maximum floor area ratio is to measure the scale and intensity of the site being developed. The request to increase the FAR from 3.78 to 5.78 is reasonable. Although the building would exceed the floor area ratio maximum, the applicant has taken measures to reduce the building's impact by varying the massing and building setbacks of the structure on the site. The project qualifies for two density bonuses for enclosing all required parking and for providing more 50 percent of the ground floor area as commercial space. The applicant is proposing three retail spaces and a residential lobby along Hennepin Ave E while meeting the minimum active use requirements for ground floor activity in Chapter 530, Site Plan Review, as well as for the Community Mixed Use land use designation. The location and scale of the commercial uses are appropriate

given the layout and context of the property. In addition, the site is covered by the Transit 30 Built Form guidance in *Minneapolis 2040* (2020), which calls for building heights between ten and thirty stories, which corresponds to a much greater floor area ratio than the current proposal. Given these factors, the applicant is proposing a floor area ratio that utilizes the property in a reasonable manner and which is in keeping with the spirit and intent of the ordinance and the comprehensive plan.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

Granting the variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. The bulk and height of recently constructed buildings in the area would be similar to, or greatly exceed, that of the proposed project. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

### **VARIANCE – PO STANDARDS**

The Department of Community Planning and Economic Development has analyzed the application for a variance of the PO Pedestrian Oriented Overlay District standards to allow the first floor of the building to be located more than eight (8) feet from the corner side lot line along 5<sup>th</sup> Street SE, based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

The property is unique in that it has an unusual shape and front three public streets: Hennepin Ave E, Central Ave SE, and 5<sup>th</sup> St SE. The first floor of the building is within eight feet of the front lot lines adjacent to Hennepin Ave E and Central Ave SE, which are both Goods and Services Corridors. The first floor of the building along 5<sup>th</sup> St SE is located between 8.5 and 16 feet from the corner side lot line adjacent to 5<sup>th</sup> St SE, which exceeds the eight-foot maximum by two feet. Practical difficulties exist due to circumstances unique to the site, as the applicant is trying to meet the intent of the ordinance on a triangular-shaped property with three public street frontages.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

The requirement that the first floor of a building shall be placed not more than eight (8) feet from a front or corner side lot line is intended to reinforce the street wall, maximize natural surveillance and visibility, facilitate pedestrian access and circulation, and encourage the pedestrian character and street life in the PO Pedestrian Oriented Overlay District. The proposed building placement is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses. The existing site contains two vacant buildings (a two-story office building and a one-story auto repair use) and a surface parking lot. The proposed development would bring the property into greater compliance with the PO standards in terms of building placement along all three street frontages. The proposed building would exceed the maximum first floor distance from a corner side property line by two feet along 5<sup>th</sup> St SE. The building placement allows for additional sight lines air toward the high-traffic intersection. The area between the building and corner side lot line will contain a permeable paver patio and landscaping to enhance the public realm. Staff recommends

a condition of approval that the final site and floor plans shall include a minimum of one entrance between the building and ground floor patio along 5<sup>th</sup> Street SE.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.*

The proposed variance of the PO standards would not alter the essential character of the locality of be injurious to the use or enjoyment of other property in the vicinity, nor would they be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

## SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required findings and applicable standards in the site plan review chapter:

### Applicable Standards of Chapter 530, Site Plan Review

#### BUILDING PLACEMENT AND DESIGN

##### Building placement – Requires variance(s) and alternative compliance

- The first floor of the building is located 12 feet, 1 inch from the front property line adjacent to 5<sup>th</sup> St SE, which exceeds the eight-foot maximum in the PO district as well as in Chapter 530. This requires a variance and alternative compliance.

##### Principal entrances – Meets requirements

- The proposed project would comply with the principal entrances standards.

##### Visual interest – Requires alternative compliance

- There are four blank walls exceeding 25 feet in length: an 84-foot blank wall on the northwest elevation facing Hennepin Ave E, a 77-foot blank wall on the elevation facing the adjacent property to the southwest, a 38-foot blank wall on the southeast elevation facing the alley, and a 35-foot blank wall on the southwest elevation facing the alley. Alternative compliance is requested.

##### Exterior materials – Requires alternative compliance

- The applicant is proposing thick fiber cement panel, fiber cement lap siding, brick, aluminum siding, and split face concrete masonry units (CMU) for exterior materials. The project would include more than three exterior materials per elevation (excluding windows, doors, and foundation materials), and requires alternative compliance.
- Exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.

Percentage of Exterior Materials per Elevation

Material	Max	Northeast	Northwest	Southwest	Southeast	SE Alley
Brick	100%	0%	12%	4%	7%	0%
Glass	100%	52%	40%	33%	40%	35%
Fiber Cement (≥ 5/8")	75%	44%	45%	19%	39%	8%

<b>Metal Panel/Siding</b>	75%	4%	2%	0%	1%	0%
<b>Rockface CMU</b>	30%	0%	0%	22%	6%	25%
<b>Fiber Cement Siding</b>	30%	0%	1%	22%	7%	32%

**Windows – Requires alternative compliance**

- The proposed project would comply with the minimum window requirements on all applicable elevations other than the eighth floor, which is a rooftop enclosure that is counted as a full story due to its height. It does not contain windows on any of the three street-facing elevations, and alternative compliance is requested.

**Window Requirements for Residential Uses**

	<b>Floor</b>	<b>Code</b>		<b>Proposed</b>
<b>Hennepin</b>	<b>1st floor</b>	20% minimum	41 sq. ft.	Exceeds 20%
	<b>2<sup>nd</sup> – 7<sup>th</sup> floors</b>	10% minimum	312 sq. ft.	Exceeds 10%
	<b>8<sup>th</sup> floor</b>	10% minimum	20 sq. ft.	0% - Alt comp
<b>5<sup>th</sup> St SE</b>	<b>1st floor</b>	20% minimum	24 sq. ft.	Exceeds 20%
	<b>2<sup>nd</sup> – 7<sup>th</sup> floors</b>	10% minimum	45 sq. ft.	Exceeds 10%
	<b>8<sup>th</sup> floor</b>	10% minimum	33 sq. ft.	0% - Alt comp
<b>Central</b>	<b>1st floor</b>	20% minimum	312 sq. ft.	Exceeds 20%
	<b>2<sup>nd</sup> – 7<sup>th</sup> floors</b>	10% minimum	209 sq. ft.	Exceeds 10%
	<b>8<sup>th</sup> floor</b>	10% minimum	33 sq. ft.	0% - Alt comp

**Window Requirements for Non-Residential Uses**

<b>Floor</b>	<b>Code</b>		<b>Proposed</b>
<b>1st floor (Hennepin)</b>	40% minimum	841 sq. ft.	Exceeds 40%
<b>1st floor (5<sup>th</sup> St SE)</b>	40% minimum	86 sq. ft.	Exceeds 40%

**Ground floor active functions – Meets requirements**

- The proposed project would comply with the ground floor active functions requirements. The ground floor facing Hennepin Ave E contains 71.8 percent active functions, which exceeds the 70 percent requirement. The ground floors facing 5<sup>th</sup> Street SE and Central Ave SE contain 100 percent active functions.

**Roof line – Meets requirements**

- The principal roof line of the building would be similar to that of surrounding mixed-use buildings.

**Parking garages – Meets requirements**

- The proposed parking garage would comply with the applicable site plan review standards.

**ACCESS AND CIRCULATION****Pedestrian access – Meets requirements**

- There would be clear and well-lit walkways at least four feet in width connecting building entrances to the adjacent public sidewalk and on-site parking facilities.



**Transit access – Meets requirements**

- No transit shelters are proposed as part of this development.

**Vehicular access – Meets requirements with Conditions of Approval**

- The proposed project would comply with the vehicular access requirements. Staff is recommending a condition of approval that the Central Ave SE curb cut shall be restricted to right-in and right-out traffic only to reduce service impacts along Central Ave SE caused by left-turning vehicles, as well as provide safety benefits by reducing vehicular conflict points.

**LANDSCAPING AND SCREENING****General landscaping and screening – Meets requirements**

- The proposed project would comply with the general landscaping and screening requirements. Staff has some concerns that the proposed trees between the nonresidential uses and property line adjacent to Hennepin Ave E would block the storefront when they reach maturity. Staff recommends a condition of approval that the applicant shall work with staff to revise the final landscaping plan so that the tree plantings along Hennepin Ave E do not obscure views into the windows.

**Landscaping and Screening Requirements**

Requirement	Required	Proposed
Lot Area	--	29,703 sq. ft.
Building Footprint	--	24,179 sq. ft.
Area Not Covered by Buildings	--	5,524 sq. ft.
Landscaped Area	1,105 sq. ft.	4,419 sq. ft.
Canopy Trees (1:500 sq. ft.)	3 trees	18 trees
Shrubs (1:100 sq. ft.)	11 shrubs	19 shrubs

**Parking and loading landscaping and screening – Not applicable**

- There is no surface parking proposed for the site, so the site is not subject to the screening and landscaping requirements for parking areas per section 530.170.

**Additional landscaping requirements – Meets requirements**

- The project appears to comply with the additional landscaping requirements in sections 530.180, 530.190, 530.200, and 530.210 of the zoning code.

**ADDITIONAL STANDARDS****Concrete curbs and wheel stops – Not applicable**

- There are no surface parking spaces proposed on the site.

**Site context – Meets requirements**

- The proposed project would comply with the site context requirements.

**Crime prevention through environmental design – Meets requirements with Conditions of Approval**

- The lighting plan appears to comply with the applicable performance standards. With the recommended conditions, the project would provide lighting on site, at all building entrances, and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.

#### Historic preservation – *Not applicable*

- This site is neither historically designated or located in a designated historic district, nor has it been determined to be eligible for designation.

#### Applicable Regulations of the Zoning Ordinance

The proposed use is permitted in the C3A District.

#### Off-street Parking and Loading – *Meets requirements with Conditions of Approval*

- The proposed project complies with the applicable vehicle parking and loading requirements.
- The applicant is proposing two bicycle parking spaces for the nonresidential uses, where the requirement is four. The materials submitted by the applicant states that 230 bicycle parking spaces would be provided for the residential uses, although it appears that they are providing capacity for 402 interior bicycle parking spaces based on the double-racks provided in the floor plans. Staff recommends a condition of approval that no fewer than 230 long-term bicycle parking spaces shall be provided for the residential uses, and that an additional short-term bicycle parking spaces, for a total of no fewer than four, shall be provided for the non-residential uses.

#### Vehicle Parking Requirements Per Use (Chapter 541)

Use	Minimum	Reductions	Minimum	Maximum	Proposed
<b>General Retail Sales and Services (5,422 sq. ft.)</b>	3	--	3	20	3
<b>Residential Dwellings (229 units)</b>	115	Transit Incentives (114)	115	--	201
	--	--	<b>118</b>	<b>20</b>	<b>204</b>

#### Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
<b>General Retail Sales and Services</b>	4	Not less than 50%	--	2
<b>Residential Dwellings</b>	114	--	Not less than 90%	230
	<b>52</b>	--	--	<b>232</b>

#### Loading Requirements (Chapter 541)

Use	Loading Requirement	Loading Spaces	Proposed
<b>General Retail Sales and Services</b>	Low	0	0

<b>Residential Dwellings</b>	None	1 small	1 small
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**Building Bulk and Height – Requires conditional use permit and variance**

- The proposed project requires a conditional use permit to increase the height of the building and a variance to increase the maximum allowed floor area ratio, as described earlier in this report.
- The building measures seven stories to the top of the roof and eight stories to the top of the rooftop enclosure. Because the rooftop enclosure exceeds 15 feet from the floor below, it is included in the overall height.

**Building Bulk and Height Requirements**

Requirement	Code	Bonuses	Total	Proposed
<b>Lot Area</b>	--	--	--	29,703 sq. ft. / 0.68 acres
<b>Gross Floor Area</b>	--	--	--	171,777 sq. ft.
<b>Max. Floor Area Ratio</b>	2.7	+ 0.54 for enclosed parking +0.54 for mixed commercial-residential	3.78	5.78
<b>Max. Building Height</b>	4 stories or 56 feet, whichever is less			8 stories, 101 feet, 9 inches ft.

**Lot and Residential Unit Requirements – Meets requirements with Conditions of Approval**

- The proposed project would meet the applicable lot and residential unit requirements.
- The application is subject to Inclusionary Zoning per section 535.90(a) of the zoning code.

**Lot and Residential Unit Requirements Summary**

Requirement	Code	Proposed
<b>Lot Area</b>	5,000 sq. ft. min.	29,703 sq. ft.
<b>Lot Width</b>	40 ft. min.	306 ft.
<b>Impervious Surface Area</b>	No max.	92%
<b>Lot Coverage</b>	No max.	81%
<b>Dwelling Units (DU)</b>	--	229 DUs
<b>Net Residential Area</b>	--	121,575 sq. ft.

**Yard Requirements – Not applicable**

- The project is not subject to applicable yard requirements.

**Signs – Meets requirements with Conditions of Approval**

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.

#### **Screening of Mechanical Equipment – Meets requirements**

- Mechanical equipment is subject to the screening requirements of Chapter 535 and district requirements.
- The development includes transformers along the alley which would not be visible at ground level from adjacent streets, public paths, or adjacent properties.

#### **Refuse Screening – Meets requirements**

- Refuse and recycling storage containers are subject to the screening requirements in Chapter 535.
- All refuse and recycling storage containers are located within the building.

#### **Lighting – Meets requirements**

- The submitted lighting plan appears to comply with Chapter 535 and Chapter 541 of the zoning code.

#### **Fences – Choose an item.**

- Fences must comply with the requirements in Chapter 535. The proposed fencing meets the applicable standards.

#### **Specific Development Standards – Not applicable**

#### **PO Pedestrian Overlay District Standards – Requires variance(s)**

- The project requires a variance to allow the first floor of the building to be located more than eight (8) feet from the corner side lot line adjacent to 5<sup>th</sup> St SE. The proposal is in compliance with all other applicable standards in the PO Overlay District.

### **Applicable Policies of the Comprehensive Plan**

As described in finding #1 of the rezoning analysis and finding #5 of the conditional use permit analysis, the proposed use would be consistent with the applicable guidance and policies of *Minneapolis 2040 (2020)*.

### **Alternative Compliance**

The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding that the project meets one of three criteria required for alternative compliance. Alternative compliance is requested for the following requirements:

Standard	Description	Staff Recommendation
<b>Building placement</b>	The first floor of the building is located 12 feet, 1 inch from the front property line adjacent to 5th St SE, which exceeds the eight-foot maximum in the PO district as well as in Chapter 530.	Staff is <u>recommending granting alternative compliance</u> , as consistent with the recommendation to grant the variance for the same standard.
<b>Blank Walls</b>	There are four blank walls exceeding 25 feet in length: an 84-foot blank wall on the northwest elevation facing Hennepin Ave E, a 77-foot blank wall on the elevation facing the adjacent property to the southwest, a	The 77-foot blank wall on the southwest elevation faces the side of a commercial building and would not be visible from the public street. <u>Staff recommends</u>

	38-foot blank wall on the southeast elevation facing the alley, and a 35-foot blank wall on the southwest elevation facing the alley.	<p><u>granting alternative compliance.</u> Similarly, the 35-foot and 38-foot blank walls facing the alley would not be directly visible from the public street, and the 35-foot blank wall would be opposite a one-bedroom dwelling unit. <u>Staff recommends granting alternative compliance.</u></p> <p>The 84-foot blank wall on the first floor northwest elevation faces a Goods and Services Corridor, Hennepin Ave E. While the applicant is proposing metal screens and a mural to mitigate the blank wall, staff finds that it would be reasonable to eliminate any blank walls exceeding 25 feet in length in this location through mitigation and <u>does not recommend granting alternative compliance.</u></p>
<b>Number of Exterior Materials</b>	The applicant is proposing thick fiber cement panel, fiber cement lap siding, brick, aluminum siding, and split face concrete masonry units (CMU) for exterior materials. The project would include more than three exterior materials per elevation (excluding windows, doors, and foundation materials), and requires alternative compliance.	The exterior materials that are proposed exceed the city's durability standards and relate to the building's varied massing. The proposed number of building materials are consistent with the intent of the site plan review standards. <u>Staff recommends granting alternative compliance.</u>
<b>Windows</b>	The proposed project would comply with the minimum window requirements on all applicable elevations other than the eight floor, which is a rooftop enclosure that is counted as a full story due to its height. It does not contain windows on any of the three street-facing elevations.	The rooftop enclosure is set back from the building walls and would have limited visibility. <u>Staff recommends granting alternative compliance.</u>

## VACATION

The development includes a vacating an alley laying northeasterly of 4<sup>th</sup> St SE, between East Hennepin and Central Avenues.

The area to be vacated is legally described as follows:

All of the public alley dedicated by the recorded plat of REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, Hennepin County, Minnesota, which lies southwesterly of the southwesterly line of Lot 1, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, southeasterly of the southeasterly line of Lot 2, said

REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, northeasterly of the northeasterly line of Lot 3, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, and northwesterly of a line drawn northeasterly from the most easterly corner of said Lot 3 to the most southerly corner of said Lot 1.

**RESPONSES FROM UTILITIES AND AFFECTED PROPERTY OWNERS.** Minneapolis Public Works has reviewed the vacation petition and recommends approval of the vacation request.

**FINDINGS.** The Department of Public Works and the Department of Community Planning and Economic Development find that the area proposed for vacation is not needed for any public purpose, and it is not part of a public transportation corridor, and that it can be vacated.

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## FOR REZONINGS ONLY

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**ZONING PLATE NUMBER.** 14

**LEGAL DESCRIPTION.**

**416 Hennepin Ave E**

All that part of Rearrangement of Block 11, Saint Anthony Falls described as follows: Lots 6, 7, 8, 9, 10, 11, that part of Lot 5, lying Southwesterly of a line commencing at the East Hennepin (formerly Central Avenue) line of said Lot 5, 10.4 feet Northeasterly from the Southwesterly corner thereof and thence running parallel with the Southwesterly line of said Lot 5 to Central Avenue (formerly 1st Avenue South East) also all of Lot 18 except and subject to the public right in strip on Southwesterly side thereof 15 feet wide deeded to City of Minneapolis for alley purposes; also all that part of alley as originally laid out in said Rearrangement lying adjacent to said Lots 5, 6, 7 and 18, according to the plat thereof on file and of record in the office of the Register of Deeds, in and for Hennepin County, Minnesota.

Abstract Property

**420 Hennepin Ave E**

Lots 1 and 2, "Rearrangement of Block 11, St. Anthony Falls", Hennepin County, Minnesota.

Abstract Property

AND

Lots 3 and 4 and that part of Lot 5, lying Northeasterly from a line commencing at a point on the Southeasterly line of Central Avenue, now called Hennepin Avenue in the City of Minneapolis; a distance, 10.4 feet Northeasterly from the most Westerly corner of said Lot 5 and running thence Southeasterly parallel with the Southwest line of said Lot 5 to the Northwesterly side of First Avenue Southeast, now called Central Avenue, which line runs through the center or party-wall, all in "Rearrangement of Block 11, St. Anthony Falls", Hennepin County, Minnesota.

Torrens Property

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## RECOMMENDATIONS

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The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Curt Gunsbury of Solhem for the properties located at 416-420 Hennepin Ave E:

**A. Rezoning.**

Recommended motion: **Approve** the petition to rezone the properties located at 416-420 Hennepin Ave E from the C2 Neighborhood Corridor Commercial District to the C3A Community Activity Center District, retaining the PO Pedestrian Oriented Overlay district.

**B. Conditional Use Permit.**

Recommended motion: **Approve** the conditional use permit to increase the maximum height of a principal structure above 4 stories or 56 feet, whichever is less, to 8 stories/101 feet, 10 inches, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.
2. The Central Ave SE curb cut shall be restricted to right-in and right-out traffic only.

**C. Variance to increase the maximum floor area ratio.**

Recommended motion: **Approve** the variance to increase the maximum floor area from 3.78 to 5.78.

**D. Variance of the PO Pedestrian Oriented Overlay District.**

Recommended motion: **Approve** the variance of the PO Pedestrian Oriented Overlay District standards to allow the first floor of the building to be located more than eight (8) feet from the corner side lot line along 5th Street SE, subject to the following condition:

1. The final site and floor plans shall include a minimum of one entrance between the building and ground floor patio along 5th Street SE.

**E. Site Plan Review.**

Recommended motion: **Approve** the site plan review for an eight-story mixed-use building with 229 dwelling units and approximately 5,400 square feet of commercial space, subject to the following conditions:

1. All site improvements shall be completed by December 18, 2022, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
3. The applicant shall submit the tax parcel division, combination, or lot line adjustment request form to CPED and submit proof of the filing with Hennepin County.
4. This project is subject to Inclusionary Zoning requirements unless it qualifies for an exemption. A fully executed Inclusionary Zoning Compliance Plan will be required before a commercial building permit will be issued.
5. Unless exempt, all final site plan approvals subject to conditions of inclusionary housing shall be filed with the Office of the Hennepin County Recorder or Registrar of Titles and evidence of proper filing shall be submitted to the zoning administrator prior to the issuance of any building permits.
6. All signs shall comply with Chapter 543 of the zoning code. All signage requires a separate permit from CPED.
7. The project shall include no fewer than 230 long-term bicycle parking spaces for the residential uses and no fewer than four short-term bicycle parking spaces serving the non-residential uses.
8. The applicant shall work with staff to revise the final landscaping plan so that the tree plantings along Hennepin Ave E do not obscure views into the windows.

9. The building shall contain pedestrian scaled exterior lighting on all street-facing elevations. Said lighting shall be mounted on the first story, evenly spaced and directed in a manner that illuminates the ground plane. Lighting shall be provided at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.
10. The Central Ave SE curb cut shall be restricted to right-in and right-out traffic only.
11. Any blank wall exceeding 25 feet in length on the northwest elevation facing Hennepin Ave E shall be eliminated in compliance with Section 530.120 of the zoning code.

**F. Vacation.**

Recommended motion: **Approve** the vacation of a public alley.

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**ATTACHMENTS**

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1. Rezoning ordinance
2. Oblique aerial photo
3. Written description and findings submitted by applicant
4. Survey
5. Plans
6. Building elevations
7. Renderings and photos
8. Shadow study
9. Travel Demand Management Plan
1. Maps of areas to be vacated
2. Public Works letters
3. Letter from utilities
4. Draft vacation resolution
5. Letter from NIEBA
6. Public comments







## **ORDINANCE**

**By Goodman**

### **Amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances relating to Zoning Code: Zoning Districts and Maps Generally.**

The City Council of the City of Minneapolis do ordain as follows:

Section 1. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning district for the following parcels of land, pursuant to MS 462.357:

All that part of Rearrangement of Block 11, Saint Anthony Falls described as follows: Lots 6, 7, 8, 9, 10, 11, that part of Lot 5, lying Southwesterly of a line commencing at the East Hennepin (formerly Central Avenue) line of said Lot 5, 10.4 feet Northeasterly from the Southwesterly corner thereof and thence running parallel with the Southwesterly line of said Lot 5 to Central Avenue (formerly 1st Avenue South East) also all of Lot 18 except and subject to the public right in strip on Southwesterly side thereof 15 feet wide deeded to City of Minneapolis for alley purposes; also all that part of alley as originally laid out in said Rearrangement lying adjacent to said Lots 5, 6, 7 and 18, according to the plat thereof on file and of record in the office of the Register of Deeds, in and for Hennepin County, Minnesota.

(416 Hennepin Ave E – Plate #14) to the C3A Community Activity Center District

Lots 1 and 2, "Rearrangement of Block 11, St. Anthony Falls", Hennepin County, Minnesota.

Abstract Property

AND

Lots 3 and 4 and that part of Lot 5, lying Northeasterly from a line commencing at a point on the Southeasterly line of Central Avenue, now called Hennepin Avenue in the City of Minneapolis; a distance, 10.4 feet Northeasterly from the most Westerly corner of said Lot 5 and running thence Southeasterly parallel with the Southwest line of said Lot 5 to the Northwesterly side of First Avenue Southeast, now called Central Avenue, which line runs through the center or party-wall, all in "Rearrangement of Block 11, St. Anthony Falls", Hennepin County, Minnesota.

Torrens Property

(420 Hennepin Ave E – Plate #14) to the C3A Community Activity Center District



September 15, 2020

Mei-Ling Smith, Senior City Planner, City of Minneapolis  
Department of Community Planning & Economic Development - Planning Division  
250 South 4th Street, Room 300  
Minneapolis, MN 55415

Dear Ms. Smith:

Please find enclosed the summary for our proposed residential development at 416-420 Hennepin Ave E, and a description of the requested variances and conditional use permit.

**Project Description:**

**416-420 Hennepin Avenue E Minneapolis, Minnesota**

We are proposing a 229-unit mixed use multifamily building. The building consists of seven stories and approximately 246,997 square feet. We are expecting to break ground in early spring of 2021 and complete construction in the summer of 2022.

**The existing site:**

The proposed project is located at 416-420 E Hennepin Avenue. This site is in the Nicollet Island East Bank neighborhood, Council Ward 3. It is currently zoned C2 with a pedestrian overlay. The proposed project will replace an existing two-story office building, one story auto repair structure, and surface parking lot. The site is 30,001 square feet (.69 acres).

**The proposed building:**

The proposed building is a 7 story, 229-unit, mixed use commercial and residential building, with two stories of underground parking. The total gross proposed building square footage excluding the garage is 171,789. Including the garage, the total square footage is 246,997. There will be 204 parking stalls in the project, and approximately 240 bike parking stalls. The car parking ratio for the building is .89. The proposed FAR for the building is 5.73. The building height is 84 feet to the main roof, with an elevator overrun of 103 feet. The 7-story building will be constructed of 5 stories of wood framing over a two-story concrete podium. The first floor is 19 ft tall blending with other tall first floor storefronts in the neighborhood. The first story with mezzanine areas is considered one story by building code. There are mezzanine spaces added to several of these first-floor areas to provide extra flexibility for the mixed uses on this ground level. The rooftop holds mechanical systems, an elevator lobby area for the rooftop patio, and common areas for the building's residents.

**How the building works in the neighborhood context:**

The building is designed to integrate into the existing built form of the Nicollet Island East Bank neighborhood, while providing much needed transit and pedestrian oriented housing and redevelopment of an underutilized site in a vibrant activity center.

The building mass and materials are designed to reflect the unique character of the corner site. The building is designed with two wings that reinforce the street walls of Hennepin and Central Avenues. The building has a setback at ground level providing extra space to the public realm and creating an inviting streetscape. The floors above continue the street wall in the same plane as the existing 1900s era buildings on the southern corners. A continuous metal band between the first and second floors anchors the building as it turns the corner. This element is a modern interpretation of the cornice band that defines the commercial and residential transitions between the first and second floors of nearby 1900s buildings. The building elevations undulate and fold in on



themselves juxtaposing a primary skin of Nichiha against an inner core of contrasting walnut wood colored panels. The design and variation of these surfaces seeks to capture and reverberate the energy and dynamism of the site; functionally, they provide varied view planes of windows and create large balcony spaces for indoor/outdoor living, enhanced eyes on the street and community connections along the corridor.

Active uses line the entire front corner of the site and continue along Hennepin and Central frontages. A large commercial space is located along Hennepin Avenue, while the Central Avenue frontage contains smaller live-work storefronts. These smaller flexible spaces help support our neighborhood's culture, including artists, entrepreneurs, and small businesses. The large amount of glazing on the first floor embraces the pedestrian walkability of the Nicollet Island East Bank neighborhood, while the setback areas provide much needed greenery and streetscape amenities.

#### **Proposed site work:**

The site is approximately 30,001 square feet. The first-floor footprint is approximately 24,223 square feet, covering 81% of the site. The garage entrance is located off the existing alley that will be widened. By locating all services and garage traffic on an entrance from the alley, we are able to greatly decrease the number of curb cuts and maximize pedestrian safety and streetscape along the site.

The building is set back at the ground level providing extra sidewalk space, and potential future patio space for commercial uses. The corner has storefront pulled back creating a dynamic massing and increased public space at an important commercial corridor intersection. To create a welcoming pedestrian presence and layers of public space and greenery at the intersection, we propose a curb extension along Central with added boulevard greenery. We have been actively working with the City, MNDOT, Hennepin county, and the neighborhood to create a vibrant and safe streetscape so that our redevelopment is consistent with comprehensive plan goals. Landscaping will include new boulevard trees, planters, a wide pedestrian-friendly sidewalk, and hardy plantings. Several design changes were implemented from neighborhood meetings such as switching the base of the building from precast panel to brick to match adjacent historic buildings and re-designing the 5<sup>th</sup> street facade to terminate the building into an iconic folded point.

#### **Proposed re-zoning, variances, and CUP:**

The project will require rezoning from C2 from C3A, that is consistent with adjacent parcels, activity center designation, long range plans for the site, and the forthcoming 2040 comprehensive plan. We are requesting variances for: FAR of 5.73, increased building setback, and a CUP for height of 84' to the main roof, elevator overrun (overall height) of 103'. The building is being submitted for site plan review.

We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, urban and dynamic, and respectful of both current and future uses. The building will use high quality, long-lasting materials and add to both the commercial and residential dynamism and vibrancy of the Nicollet Island East Bank neighborhood.

Our previous developments have followed LEED guidance and include the first LEED Gold apartment building in the city. Our proposed project will be built to a level of sustainability similar to that of our previous projects. We look forward to a thoughtful discussion about this site and the potential benefits of its development. Thank you for your consideration.

Sincerely,

Curt Gunsbury  
Jason Lord



## APPLICATIONS

Based on city planning staff's preliminary review, the following land use applications have been identified:

1. Rezoning from C2 to C3A
2. Conditional Use Permit to increase the maximum building height from 4 stories, 56 feet to 7 stories, 84' to the main roof, with an elevator overrun (overall height) of 103'-2".
3. Variance to increase the maximum FAR from 3.24 to 5.73.
4. Variance of PO Pedestrian Oriented Overlay District standards to allow the first floor of the building to be located more than eight (8) feet from the front lot line.
6. Site Plan Review
7. Vacation of right-of-way

## APPLICABLE POLICIES

***The site is located within a Transit 30 designation of the new Minneapolis 2040 plan:***

- *"Large-scale mixed-use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area"* – The project is a new, mixed-use building with commercial uses fronting on East Hennepin Ave. Active uses are provided at the street level, COW members indicated that it was appropriate to cluster the commercial space along Hennepin Avenue to match existing commercial storefronts, and they appreciated the varied entrances and public streetscape patios.
- *"Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories."* – The site is a unique circumstance with two Goods and Services Corridors occupying nearly all of the site street frontage. The primary commercial street along the site is Hennepin Avenue, making this the appropriate street for commercial storefronts. Along the shorter Central Avenue frontage, Live/Work storefronts create streetscape diversity and interaction that is harmonious with adjacent commercial properties.

***The site is located within the boundaries of the Nicollet Island East Bank Neighborhood Small Area Plan adopted by the City Council in 2014. The Nicollet Island East Bank Neighborhood Small Area Plan identifies the site as mixed use on the future land use map.***

- *"Street level façades should be transparent and visually interesting. Streetscapes in front of new buildings should incorporate vegetation, street furniture, signage and other amenities that make each storefront distinct."* – The project expands the streetscape area, adding several patios for diverse commercial and live/work uses with added vegetation and streetscape furniture.
- *Combine residential land use with commercial and mixed-uses along Central Avenue to offer opportunities for an arts presence on the Avenue. Designate the South Segment as urban-oriented to help facilitate a more active streetscape provide a continuous and "active" street front wall. Variation in façades is central and will strengthen the neighborhood's appearance and identity. Large storefront windows will encourage meaningful*



*interactions between the interiors and the exteriors of buildings. Façade diversity and narrow storefronts should allow pedestrians to see something new every few seconds as they pass by.”* — The Project creates many unique storefronts at the street level and fosters an arts presence. Along Hennepin Ave there is a bike/transit lobby, art installation mural, and several commercial storefronts with their own outdoor patio areas. There is a large shared commercial and residential patio at 5<sup>th</sup> street, and Central Ave has several unique live/work storefronts. The entire streetscape is active use and art installation, with parking and loading access taking place through an expanded alley in the center of the site.

- *Mixed-use buildings should offer retail-oriented commercial space on ground floors, with residential or office uses on upper floors.”* — The building entrance and common areas are located along Central so that Hennepin entrances can be focused on commercial spaces. Commercial spaces focused on the Hennepin façade were encouraged by COW members, and both COW and the neighborhood supported the several entrances and patios along Hennepin for the commercial storefronts.

- *“Encourage and support opportunities for more art in the public realm...Work with developers to negotiate public art installations as parts of development projects. Consider streets and sidewalks as important public spaces in the neighborhood and improve that pedestrian realm through streetscape enhancements.”* — The streetscape and public realm areas are expanded by the base of the building stepping back from the property line on all 3 sides. This space allows for commercial and residential patios, increased greening, and art installations.

#### FEEDBACK REQUESTED BY PLANNING STAFF / GIVEN BY COW

1. *Height and Bulk* – *The project is requesting a variance to the FAR from 3.24 to 5.73.* –COW review indicated that 7 stories and the building height were appropriate for this site.
2. *Larger resident rooftop space, and rooftop utilization was suggested.* – Garden planters for residents were added to our rooftop plans.
3. COW indicated that it was most appropriate to locate the commercial space along the Hennepin Ave frontage to continue existing commercial storefront, and that Live/Work units were appropriate along the Central ave. frontage.
4. *Make the building become more memorably unique by making the 5<sup>th</sup> street corner façade of the building more dynamic*– We have re-designed the Fifth Street facade to take on the dynamic folding language of the building, and energize this dynamism with a cantilevered illuminated fold; thereby creating a memorable inflection point and terminus to the building.
5. *Expand the sidewalk and streetscape space as much as possible* – We have enlarged the ground floor level to provide additional greenery, streetscape, and pedestrian space along Central, Hennepin, and the 5<sup>th</sup> Street faces of the building. The facade along 5<sup>th</sup> Street is located more than 8ft from the sidewalk to provide for added greenspace and a public patio. This enlarged pedestrian streetscape triggers a need for a variance.
6. *Incorporate the art mural as a public art participation element, and use the art installation as a way to foster interactions* – We have incorporated expanded sidewalk space to allow seating and activity from the adjacent sidewalk café to engage the public art installation, we are working with local artists to create the mural.



## **Request to Rezone from C2 to C3A:**

### **1. Whether the amendment is consistent with the applicable policies of the comprehensive plan.**

The proposed zoning would be consistent with the applicable policies of The Minneapolis Plan for Sustainable Growth and put the site more in line with the NIEBNA small area plan and 2040 plan.

The property is designated a Transit 30 in the upcoming Minneapolis 2040 plan which is much higher density than the current C2 zoning allows. C3A zoning is much more aligned with the future Transit 30 high density designation. The site is an unusual trapezoid shape that is not suited for a high-rise building, and the project provides 322 dwelling units per acre, in line with the transit oriented high-density housing goals of the 2040 plan.

The following principles and policies outlined in the Minneapolis Plan for Sustainable Growth apply to this proposal:

**Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.**

1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

**Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.**

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

**Housing Policy 3.1: Grow by increasing the supply of housing.**

3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.

**Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.**

3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

Rezoning the property to the C3A District will support housing density in a location that is well connected by transit and close to commercial, cultural, and natural amenities. The site is on two major community corridors, within an Activity Center. The site is designated to be rezoned as C3A within the 2014 NIEBNA small area plan. The proposal to rezone the property from C2 Commercial District to C3A Commercial District is consistent with the applicable policies of the current Minneapolis comprehensive plan, NIEBNA Small Area Plan, and upcoming 2040 plan.

### **2. Whether the amendment is in the public interest and is not solely for the interest of a single property owner.**

The proposal is both in the interest of the property owner and the public interest.

Rezoning to the C3A District in this location allows for mixed-use multiple-family residential development in an area designated for such future land use in the three plans as noted above. Rezoning the property to the C3A District will support housing density in a location that is well connected by transit and close to commercial, cultural, and natural amenities. The site is on two major community corridors, and in an Activity Center. The



rezoning will allow for a building orientation that better defines and activates the street wall along two busy community corridors and that is consistent with pedestrian overlay guidelines that are present in other activity centers.

**3. Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.**

Higher density residential zoning would be compatible with the varied zoning classifications of the general area, the majority of adjacent properties are currently zoned C3A.

**4. Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.**

C2 will not allow for the high density housing, or strong mixed-use pedestrian environment encouraged by C3A zoning. The current C2 zoning is not consistent with the neighborhood small area plan, the Minneapolis comprehensive plan, or the 2040 plan.

**5. Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.**

In the early 2000's the subject parcels were zoned to the C2 District, which is not consistent with the subsequent neighborhood or city comprehensive plans that designate the site for higher zoning.

**Request for Conditional Use Permit:**

**Requirement:**

The Current C2 District allows for 4 stories or 56 feet.

**Requested Conditional Use Permit:**

Conditional use permit for 7 stories at 84' to the main roof, 103'-2" to top of elevator overrun (overall height)

**Statement Addressing Required Findings for Conditional Use Permit for Height:**

**1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.**

The proposed building is commercial and residential use. The safety and general welfare of both residents and passersby are of the highest priority. The building is designed to maximize "eyes on the street," with active spaces fronting Central, Hennepin, and 5<sup>th</sup>.

The new building will provide a significant improvement to the public safety and general welfare along all streets compared with the existing large curb cuts, surface parking and sidewalks without boulevards or plantings.

The new building will be 84 feet tall to the main roof, with an elevator overrun (overall height) of 103'-2". The additional height will not be detrimental to or endanger the public health, safety, comfort or general welfare. The





new building will provide parking hidden from both main streets of Hennepin and Central, with all access utilizing a widened alley entrance. The many large existing curb cuts on Hennepin and Central will be eliminated, and tree-lined boulevards will be added between the sidewalk and the streets.

The new structured parking configuration will be an improvement over the existing surface lot and large curb cuts and will protect both neighbors and residents from the noise and visual impact of the existing surface parking and auto oriented uses. The building design incorporates boulevard plantings, adjacent plantings along all sides, and roof ponding. These watershed best management environmental practices will reduce storm water runoff and heat island effects while providing a welcoming presence and increased comfort to the public realm.

**2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.**

The building will not adversely affect neighbors' ability to use and enjoy their property, nor will it prevent neighboring properties from being developed or improved in an orderly manner. This building will be of similar scale and relative height to other nearby buildings along Hennepin and Central. Development of the building will add to the vitality of the neighborhood. In addition, development of the building will add density and curb appeal to an underutilized site that is a gateway at the intersection between two major goods and services streets.

**3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.**

The proposed project is being developed as a long-term investment in the neighborhood. It is in both the owner's and the public's best interest to provide utilities, access, and facilities that will provide for a durable building well suited to long-term uses. Our civil engineers have made recommendations regarding how to best provide utilities. Plans are being preliminarily reviewed by the city's plan development review (PDR) process and suggestions and alterations recommended by PDR will be incorporated in this design.

**4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.**

The project will not add to traffic congestion in the city's streets. An added residential use for 229 apartments will have minimal added impact on traffic and given its proximity to commercial districts, local employers, and mass transit, will encourage alternate modes of transportation and increased pedestrian activity. There will be over 230 bike parking spots to encourage bicycle use. Parking spaces are available on site for over 200 cars allowing for adequate parking for residents, reducing pressure for on street parking. The increase in height will have no effect on traffic congestion or public streets.

**5) The conditional use is consistent with the applicable policies of the comprehensive plan.**

The project is consistent with the applicable policies of the Minneapolis Plan for sustainable growth, the NIEBNA Small Area Plan, and the 2040 plan

We have worked with the NIEBNA Neighborhood Association to address concerns about landscaping, parking, and pedestrian streetscape.

The base of the building has been designed to create a friendly, welcoming streetscape along Hennepin and Central Avenues, creating a gateway into the NIEBNA from the north, incorporating large areas of glass in the façade, a stunning cantilevered corner over the building entry, and high-quality lighting and landscaping. Increased pedestrian activity, varied commercial and residential street front spaces, and the addition of new residents match the city's goal to increase pedestrian population and activity in and around goods and services corridors.



Residential mixed-use buildings are permitted uses in the C3A zoning district and are in line with the 2040 plan designation of Transit 30. The project has been designed to fit into the neighborhood and support the Pedestrian Overlay District, and goals for activity along the street.

**6) The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.**

The proposed project conforms to all other regulations of C2/C3A zoning except for an added setback at the small 5<sup>th</sup> Street facade, and Floor Area Ratio (F.A.R.). Each of which will be addressed below.

**Additional findings if applying for an increase in maximum height:**

**1) Access to light and air of surrounding properties or significant public spaces.**

The first story of the building shares a similar base massing to the tall commercial spaces along Central and Hennepin. The first floor is being used for active uses including commercial space along Hennepin, common areas and walk up live/work loft style units. The front building face on the corner of Central and Hennepin creates the iconic and defined street-wall described in the built form guidelines. The rooftop access, including elevator overrun is stepped back so as to not be visible from the street.

**2) Shadowing of residential properties or significant public spaces, or existing solar energy systems.**

The shadow study indicates no significant impact on residential spaces. There are not significant public spaces or existing solar energy systems nearby.

**3) The scale and character of surrounding uses.**

The scale and character of buildings in the adjacent C3A District are very similar to the proposed 84' main roof height of the building. This height fits comfortably within the scale and character of the surrounding neighborhood.

**4) Preservation of views of landmark buildings, significant open spaces or water bodies.**

Views of the proposed building are blocked by trees and other structures from landmark buildings, open spaces and water bodies.

**Request for Variances:**

**1) Variance to increase Floor Area Ratio**

**a) increase from 3.24 to 5.73**

**Requirement:**

The current allowed F.A.R is 3.24 including the bonus for providing structured parking, and 50% ground floor commercial space.

**Relevant Findings:**

The FAR ratio is required to allow for structured parking in the rear of the building, active street front mixed uses, and a design that is consistent with a Pedestrian Overlay and Activity District, and 2040 Transit 30 density designation. Micro unit floor plans also require a higher ratio of common areas, stairwells, and hallways within the building.

**(i) Practical difficulties exist due to circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.**



Practical difficulties include: complex triangular site geometry on a small site, street accessibility within planned bike lanes, contaminated fill soils, and high bedrock. The prescribed FAR does not allow for appropriate development of our property consistent with activity center guidelines and comprehensive plan housing goals, or the Transit 30 high density designation. Proposed building massing is consistent with pre-existing commercial and residential uses adjacent to the site on both Hennepin and Central. Proposed building massing is consistent with adjacent historic and new construction along Central and Hennepin Avenues in the NIEBNA neighborhood.

**(ii) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.**

Multi-family mixed use is a reasonable use of this property that is supported by the proposed zoning and the comprehensive plan.

**(iii) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.**

Granting of the variance will support the intent of the NIEBNA Small Area Plan, Minneapolis 2040 plan, while enhancing the Minneapolis Comprehensive Plan goals to redevelop sites like this into well-crafted additions to the urban fabric. The new building will enhance the public welfare by bringing life and activity to the street and ensuring long-term economic vitality.

**2) Variance to Variance of PO Pedestrian Oriented Overlay District standards to allow the first floor of the building to be located more than eight (8) feet from the front lot line.**

**a) Requirement:** in a Pedestrian overlay district, all first-floor areas must be within 8ft of the front lot lines. Request for a variance to increase the spacing along the 5<sup>th</sup> street facade for more pedestrian and streetscape space.

**Relevant Findings:**

The increased setback of 15'-6" along the small 5<sup>th</sup> Street facade is consistent with the rest of the site, surrounding properties, and building massing to provide and iconic active use streetscape at the point of a unique triangular site.

**(i) Practical difficulties exist due to circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.**

The prescribed set back would not allow for appropriate development of our property consistent with the activity center designation, pedestrian overlay district of the street due to the unique triangular geometry of the site, and the small are plan to put mixed-use streetscape and enhanced greenery along a narrow street frontage. Granting of the variance will enhance the street space and provide extra active use patio space at an important pedestrian intersection of two goods and services corridors.

**(ii) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.**

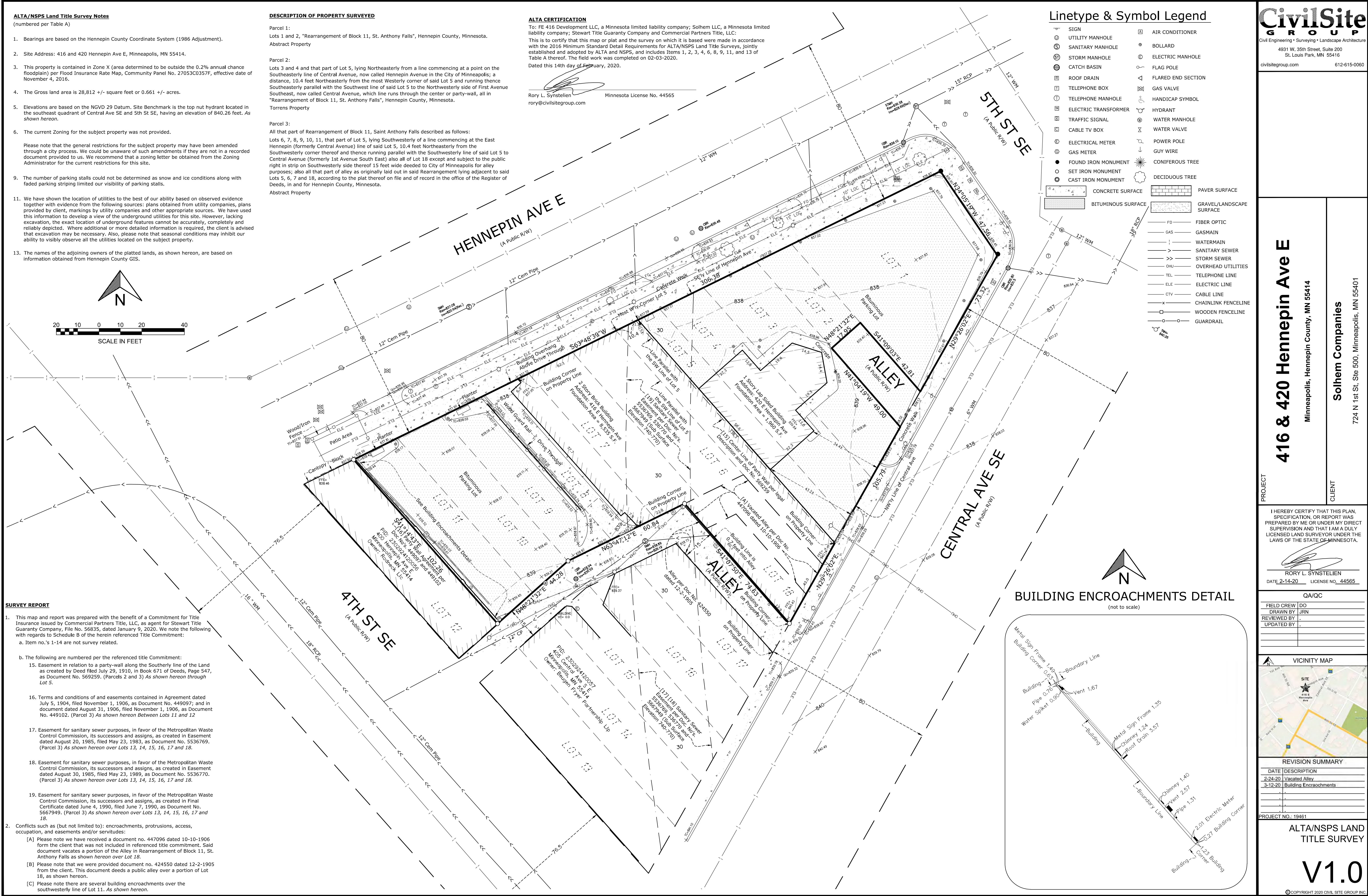


Multi-family mixed use is a reasonable use of this property that is supported by the proposed zoning and the comprehensive plan.

**(iii) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.**

Granting of the variance will support the intent of the NEIBNA Small Area Plan, and pedestrian overlay built form guidance by allowing additional indoor/outdoor patio active use space and greenery along a narrow streetscape at the point of a unique triangular site. The primary facades of Hennepin and Central are both within 8ft of the property line. Granting this variance is in line with the Minneapolis comprehensive plan, and 2040 goals to redevelop sites like this into well-crafted additions to the urban fabric. The new building will enhance the public welfare by bringing life and activity to the street, ensuring long-term economic vitality in the activity district.





**CivilSite**  
Civil Engineering - Surveying - Landscape Architecture  
4631 W. 35th Street, Suite 200  
St. Louis Park, MN 55416  
civilsitegroup.com 612-615-0000

**416 & 420 Hennepin Ave E**  
Minneapolis, Hennepin County, MN 55414  
**Solhem Companies**  
724 N 1st St, Ste 500, Minneapolis, MN 55401

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

**RORY L. SYSTELIEN**  
DATE 2-14-20 LICENSE NO. 44565

**QA/QC**  
FIELD CREW DO  
DRAWN BY JRN  
REVIEWED BY  
UPDATED BY

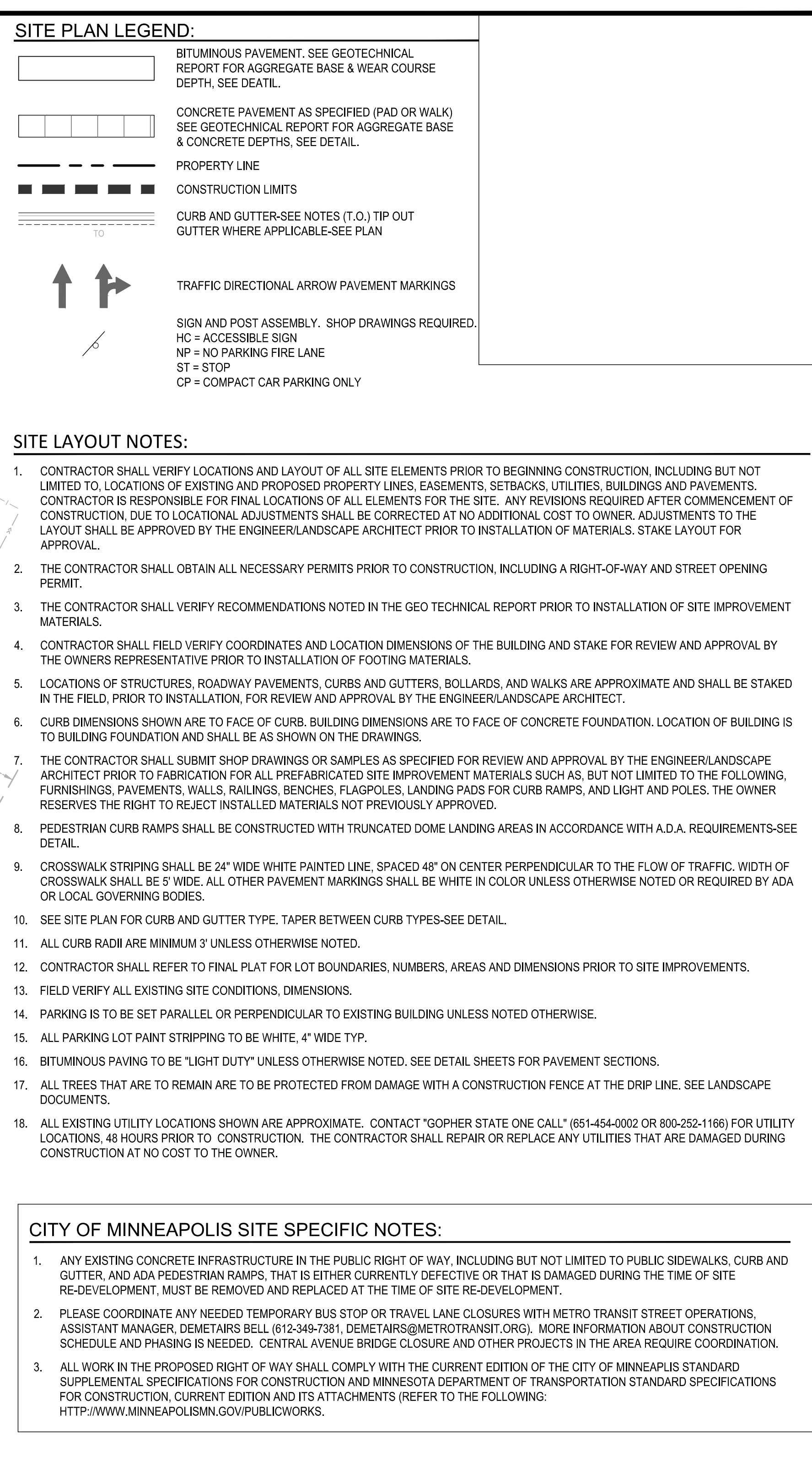


REVISION SUMMARY	
DATE	DESCRIPTION
2-24-20	Vacated Alley
3-12-20	Building Encroachments

PROJECT NO. 19061  
**ALTA/NSPS LAND TITLE SURVEY**

**V1.0**  
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SITE AREA TABLE:					
SITE AREA CALCULATIONS		EXISTING		PROPOSED	
BUILDING COVERAGE	10,569 SF	36.7%	24,179 SF	83.9%	
ALL PAVEMENTS	17,338 SF	60.2%	3,293 SF	11.4%	
ALL NON-PAVEMENTS	905 SF	3.1%	1,340 SF	4.7%	
<b>TOTAL SITE AREA</b>	<b>28,812 SF</b>	<b>100.0%</b>	<b>28,812 SF</b>	<b>100.0%</b>	
IMPERVIOUS SURFACE					
EXISTING CONDITION	27,907 SF	96.9%			
PROPOSED CONDITION	27,472 SF	95.3%	27,472 SF	95.3%	
DIFFERENCE (EX. VS PROP.)	-435 SF	-1.5%			
IMPERVIOUS TOTAL	27,472 SF	95.3%			

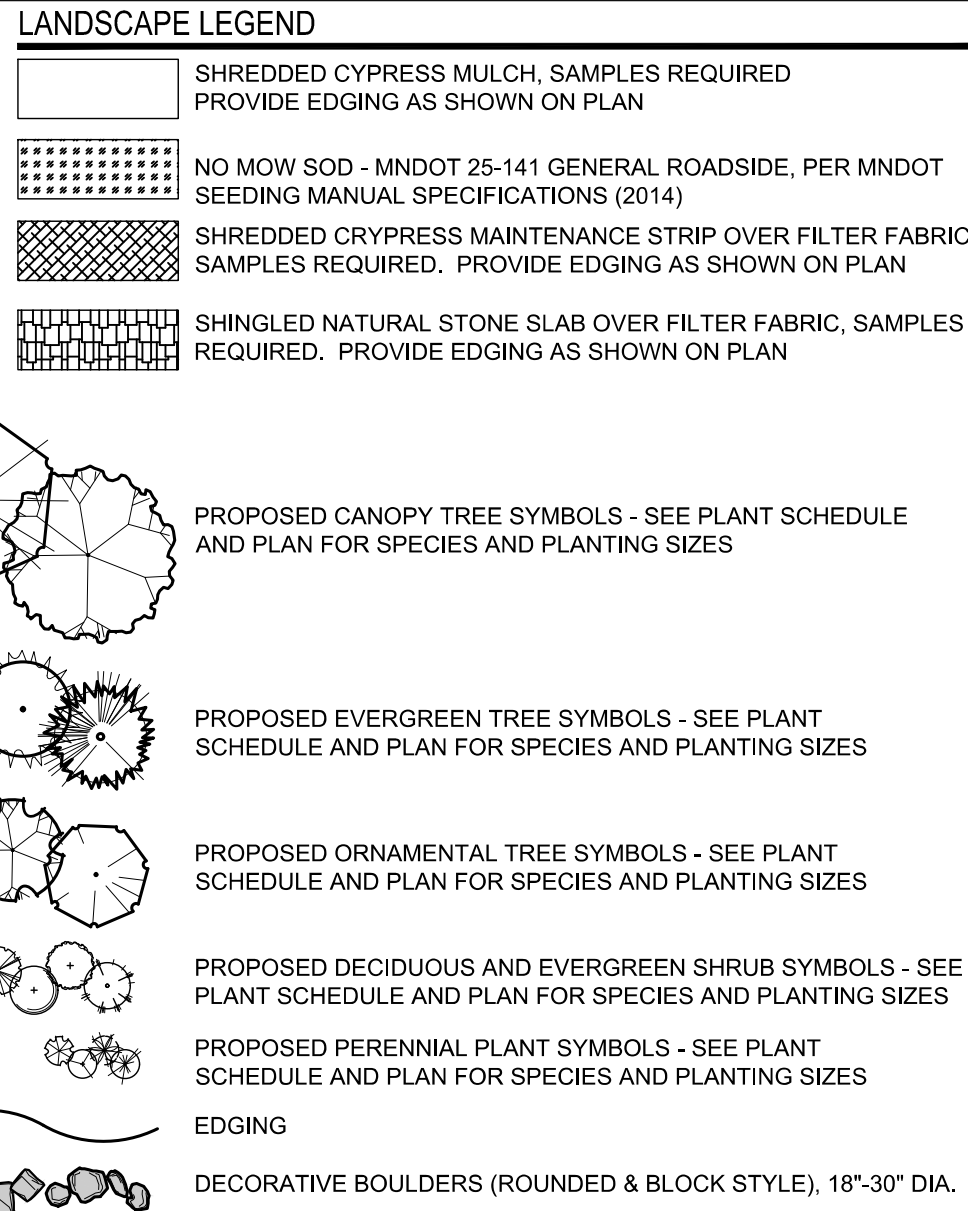



**Know what's below.**  
**Call before you dig.**



9/15/2020 10:56





1. WHERE SHOWN, SHRUB & PERENNIAL BEDS SHALL BE MULCHED WITH 4" DEPTH (MINIMUM AFTER INSTALLATION AND/OR TOP DRESSING OPERATIONS) OF SHREDDED CYPRESS MULCH.
2. ALL TREES SHALL BE MULCHED WITH SHREDDED CYPRESS MULCH TO OUTER EDGE OF SAUCER OR TO EDGE OF PLANTING BED, IF APPLICABLE. ALL MULCH SHALL BE KEPT WITHIN A MINIMUM OF 2' FROM TREE TRUNK.
3. IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE Boulders COLOR AND SIZE TO COMPLEMENT NEW LANDSCAPING. OWNER TO APPROVE BOUNDER SAMPLES PRIOR TO INSTALLATION.
4. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
5. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
6. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTEED FOR ONE (1) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
7. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE A" LAYER TOPSOIL AND SOIL AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
8. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
10. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
12. REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGE FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE FULLY PROGRAMMABLE AND CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

1. ALL PROPOSED TREES IN THE PUBLIC RIGHT-OF-WAY ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE MINNEAPOLIS PARK BOARD. PLEASE CONTACT CRAIG PINKALL AT (612) 498-9233 TO DISCUSS TREE SPECIES SELECTION, PLANTING METHOD, SPACING AND LOCATIONS. TREE PLANTING DETAILS SHALL BE INCLUDED IN THE PLANS, FOR ALL TREES PROPOSED IN "HARDSCAPE ENVIRONMENTS" WITHIN THE PUBLIC RIGHT-OF-WAY. THE PLANTING SHALL PROVIDE ENGINEER/STRUCTURED SUPPORT FOR A TREE OR TREE TRUNK OR TREE PIT FOR ALL PROPOSED STREET TREES. LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY SHALL FOLLOW LOW MAINTENANCE DESIGN STANDARDS IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS STANDARD SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION CURRENT EDITION AND ITS ATTACHMENTS (REFER TO THE FOLLOWING: [HTTP://WWW.MINNEAPOLISMN.GOV/PUBLICWORKS/PLS/CSLATESINDEX.HTM](http://www.minneapolismn.gov/publicworks/pls/cslatesindex.htm)).

	SYM	QUANT. ON-SITE	QUANT. OFF-SITE	QUANT. TOTAL	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	POLLINATOR FRIENDLY	NATIVE	COMMENTS
TREES 20 ON-SITE	DECIDUOUS TREES										
	NRM	5	-	5	NORTHWOOD RED MAPLE	Acer rubrum 'Northwood'	2.5' CAL	B&B		X	STRAIGHT LEADER. FULL FORM
	NHE	-	8	8	NEW HORIZON ELM	Ulmus 'New Horizon'	2.5' CAL	B&B		X	STRAIGHT LEADER. FULL FORM
	DPB	8	-	8	DAKOTA PINNACLE BIRCH	Betula platyphylla 'Fargo'	2.5' CAL	B&B		X	STRAIGHT LEADER. FULL FORM
	CSO	5	1	6	CRIMSON SPIRE OAK	Quercus 'Crimson Spire'	2.5' CAL	B&B		X	STRAIGHT LEADER. FULL FORM
	CEO	-	5	5	COLUMNAR ENGLISH OAK	Quercus robur 'Fastigata'	2.5' CAL	B&B		X	STRAIGHT LEADER. FULL FORM
	ORNAMENTAL TREES										
ABSC	2	-	2	AUTUMN BRILLIANCE SERVICEBERRY CLUMP	Malus 'Prairiefire'	1.5' CAL	B&B		X	STRAIGHT LEADER. FULL FORM	
SHRUBS 19 ON-SITE	SHRUBS - CONIFEROUS & EVERGREEN										
	AC	19	-	19	ALPINE CURRANT	Ribes alpinum	24" HT.	CONT.			X
	PERENNIALS & GRASSES										
	KFG	3	-	3	KARL FÖRSTER GRASS	Calamagrostis x acutifolia 'Karl Foerster'	#1	CONT.			
	HGVG	55	-	55	HAKONECHLOA GOLDEN VARIEGATED GRASS	Hakonechloa macro 'Aureola'	#1	CONT.			
	EBF	-	80	80	ELIJAH BLUE FESCUE	Festuca glauca 'Elijah Blue'	#1	CONT.			
	SSD	4	20	24	STELLA SUPREME DAYLILY	Hemerocallis 'Stella Supreme'	#1	CONT.		X	X
EI	19	-	19	ENGLEMANN IVY	Parthenocissus quinquefolia 'var. englemanni'	#1	CONT.			X	

PROPOSED LANDSCAPE AREA CALCULATION:  
SITE AREA - BUILDING COVERAGE = OPEN SPACE

28,812.0 SF - 24,179.0 SF = 4,633.0 SF

20% OF OPEN SPACE = LANDSCAPE AREA

20% X	4,633.0 SF	=	926.6 SF REQUIRED
29% X	4,633.0 SF	=	1,340.0 SF PROVIDED
	95.3%		PROPOSED IMPERVIOUS RATIO

PROPOSED LANDSCAPE:

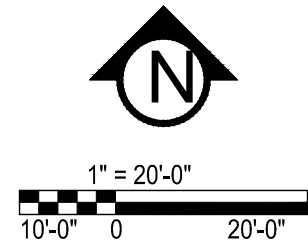
1 TREE/ 500 SF OF "LANDSCAPE AREA"

926.6 SF /	500 =	2 TREES REQUIRED
		SEE PLANT SCHEDULE

1 SHRUB/ 100 SF OR "LANDSCAPE AREA"

926.6 SF /	100 =	9.27 SHRUBS REQUIRED
		SEE PLANT SCHEDULE

1. THE CONTRACTOR SHALL PROVIDE ONLY PLANT MATERIAL FREE OF NEOGENICINOSIS AND/OR TREATMENTS OF ANY KIND, INCLUDING BUT NOT LIMITED TO IMIDACLOPRID (CONFIDOR, ADMIRE, GAUCHO, ADVANTAGE), THIAMETHOXAM (ACTARA, PLATINUM, CRUISER), CLORTIANDIN (PONCHO, ACTARA), THIOPICAMID (MOSPIRAN, ASSAIL, CHIMICOTRISTAR), THIACLOPRID (CALYPSO), DINOFEURAN (STARKLE, SAFARI, VENOM), AND NITENPYRAN (CAPSTAR, GUARDIAN).
2. CONTRACTOR SHALL CERTIFY, THROUGH SUPPLIERS POLICY STATEMENT OR AFFIDAVIT, THAT NO NEOGENICINOSIS-BASED INSECTICIDES HAVE BEEN USED ON SITE OR DIRECTLY ADJACENT TO THE GROWING OR STORAGE PLOTS OF THE SUPPLIED PLANT MATERIAL, INCLUDING THE PLANTING OF AGRICULTURAL (OR OTHER) SEED TREATED WITH NEOGENICS.







# 420 HENNEPIN APARTMENTS

416, 420 HENNEPIN AVENUE E, MINNEAPOLIS, MN

## LAND USE SUBMITTAL - SEPTEMBER 15, 2020

### PROJECT SUMMARY

#### DEVELOPMENT SUMMARY:

416, 420 HENNEPIN AVENUE EAST  
MINNEAPOLIS, MN

PID #S: 2302924120055, 2302924120131

CURRENT ZONING: C-2  
PROPOSED REZONING: C-3A

MAX. HEIGHT = 4 STORIES 56' (EXCLUDES PENTHOUSE  
AND ELEVATOR OVERRUN)  
PROPOSED HEIGHT = 7 STORIES - 85'-0" (103'-2" TO TOP OF  
PENTHOUSE / ELEVATOR OVERRUN)

SETBACKS: FRONT = 0'  
SIDE (WEST) = 0'  
SIDE (EAST) = 0'  
REAR = 0'

SITE AREA: APPROX. 30,001 SF (.69 ACRES)

NET RESIDENTIAL RENTABLE AREA:

ALCOVE UNITS = 33,362 S.F.  
1 BED AND 1 BED + DEN UNITS = 34,286 S.F.  
2 BED 1 BATH AND 2 BED 2 BATH UNITS = 54,285 S.F.  
TOTAL NET RESIDENTIAL RENTABLE AREA = 121,933 S.F.

GROSS BUILDING AREA BY FLOOR	
-2 LEVEL	25104 SF
-1 LEVEL	25104 SF
1 LEVEL	24222 SF
MEZZANINE LEVEL	18295 SF
2 LEVEL	25452 SF
3 LEVEL	25614 SF
4 LEVEL	25614 SF
5 LEVEL	25614 SF
6 LEVEL	25614 SF
7 LEVEL	25614 SF
Grand Total	246246 SF

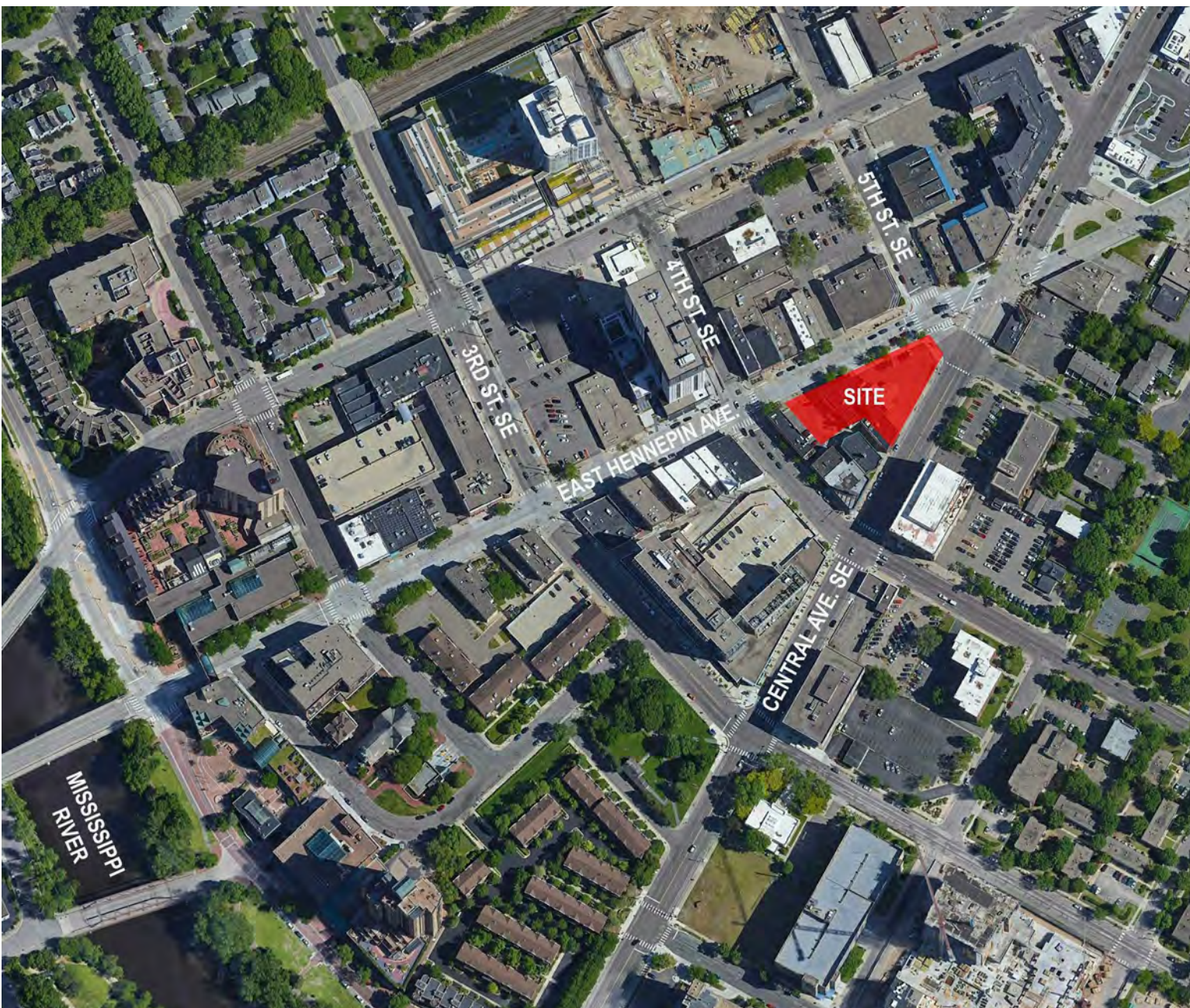
GROSS AREA EXCLUDING GARAGES	
1 LEVEL	12069 SF
MEZZANINE LEVEL	6189 SF
2 LEVEL	25452 SF
3 LEVEL	25614 SF
4 LEVEL	25614 SF
5 LEVEL	25614 SF
6 LEVEL	25614 SF
7 LEVEL	25614 SF
Grand total	171777 SF

F.A.R. SITE AREA 30,001 SF (.69 ACRES)	
Gross Area Excluding Garages	F.A.R.
171777 SF	5.73

UNIT COUNT		
UNIT	COUNT	PERCENTAGE
1 BED	61	27%
1 BED + DEN	6	3%
2 BED 1 BATH	45	20%
2 BED 2 BATH	33	14%
ALCOVE	84	37%
Grand total	229	100%

VEHICLE PARKING	
ACCESSIBLE 8'-6" x 18' ADA	6
COMPACT 8' x 15' Compact	63
8' x 18' Compact Full Length	20
8'-6" x 15' Compact	11
	94
STANDARD 8'-6" x 18'	104
	104
TOTAL PARKING	204

### SITE LOCATION MAP



### SHEET INDEX

LAND USE SUBMITTAL		
SHEET	SHEET NAME	DATE ISSUED
X00	LAND USE SUBMITTAL	10/06/2020
X01	SITE PLAN	10/06/2020
X02	GARAGE LEVELS	10/06/2020
X03	UPPER LEVELS	10/06/2020
X04	UPPER LEVELS	10/06/2020
X05	SIDEWALK PERSPECTIVES	10/06/2020
X06	EXISTING & PROPOSED CONTEXT IMAGES	10/06/2020
X07	CONTEXT PHOTOS	09/15/2020
X08	EXTERIOR ELEVATIONS	09/15/2020
X09	EXTERIOR ELEVATIONS	10/06/2020
X10	SIGN DATA	09/15/2020
X11	SHADOW STUDIES	09/15/2020
V1.0	SITE SURVEY	03/12/2020
C2.0	SITE PLAN	09/15/2020
L1.0	LANDSCAPE PLAN	09/15/2020
L1.1	LANDSCAPE PLAN NOTES & DETAILS	09/15/2020
AL100	ARCHITECTURAL LIGHTING CALCULATIONS	09/15/2020

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### GENERAL NOTES

ALL NECESSARY AND/OR REQUIRED TESTS, INSPECTIONS  
SHOP DRAWING REVIEWS AND DRAWING  
INTERPRETATIONS, REQUIRED BY THE GENERAL  
CONDITIONS, SHALL BE EXECUTED BY A REGISTERED  
ARCHITECT AND/OR BY A REGISTERED ENGINEER; IF NOT,  
THE ARCHITECT OF RECORD AND/ OR THE ENGINEER OF  
RECORD SHALL BE HELD HARMLESS FOR THAT PORTION OF  
THE WORK IMPROPERLY EXECUTED. THE INSPECTION  
ARCHITECT AND/OR ENGINEER SHALL BECOME  
RESPONSIBLE FOR THOSE INSPECTIONS, DECISIONS  
AND/OR DOCUMENT INTERPRETATIONS MADE AS THEY  
RELATE TO THE CONTRACT DOCUMENTS AND THEIR INTENT.

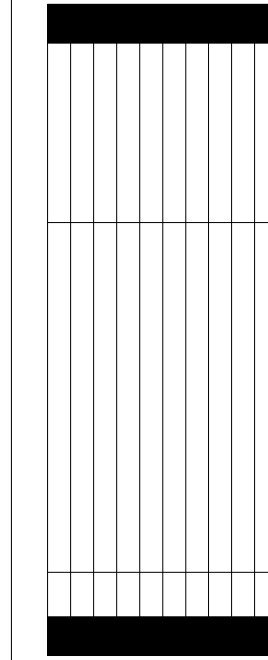
- ALL CONSTRUCTION SHALL MEET ALL APPLICABLE CODES  
AND MOST STRINGENT SHALL APPLY.
- DIMENSIONS GIVEN FOR MASONRY ON ARCHITECTURAL  
DRAWINGS, ARE NOMINAL UNLESS OTHERWISE NOTED.
- SCALED MEASUREMENTS OF DRAWINGS SHALL NOT BE  
ALLOWED.
- DIMENSION FOR STUD WALLS ARE TO FACE OF STUD AND  
DIMENSIONS FOR MASONRY WALLS ARE TO FACE OF  
BLOCK UNLESS STATED OTHERWISE.

### ABBREVIATIONS

ABV	ABOVE	EXT	EXTERIOR	MTL	METAL	SPEC	SPECIFICATION
ACC	ACCESSIBLE	FA	FIRE ALARM	NIC	NOT IN CONTRACT	SQ	SQUARE
AFF	ABOVE FINISHED FLOOR	FD	FLOOR DRAIN	NO	NUMBER	SSTL	STAINLESS STEEL
ALUM	ALUMINUM	FEC	FIRE EXTINGUISHER CABINET	NTS	NOT TO SCALE	STC	SOUND TRANSMISSION COEFFICIENT
APPROX	APPROXIMATE	FF&E	FURNITURE, FIXTURES AND EQUIPMENT	OC	ON CENTER	STRUCT	STRUCTURAL
BLKG	BLOCKING	FFEL	FINISH FLOOR ELEVATION	OD	OUTSIDE DIAMETER	T	TREAD
BOT	BOTTOM	FI	FIRE HYDRANT	OH	OVERHEAD	TO	TOP OF
BOW	BOTTOM OF WALL	FND	FOUNDATION	OHD	OVERHEAD DOOR	TOC	TOP OF CONCRETE
BPL	BEARING PLATE	FTG	FOOTING	OPH	OPPOSITE HAND	TOS	TOP OF SLAB
CB	CATCH BASIN	GA	GAUGE	OPP	OPPOSITE	TOW	TOP OF WALL
CIP	CAST-IN-PLACE	GALV	GALVANIZED	PAR	PARALLEL	TYP	TYPICAL
CJ	CONTROL JOINT	GB	GRAB BAR	PART	PARTITION	UNFIN	UNFINISHED
CL	CENTERLINE	GC	GENERAL CONTRACTOR	PC	PREFAB	UNO	UNLESS NOTED OTHERWISE
CLG	CEILING	GYP	GYPSUM	PL	PROPERTY LINE	VCT	VINYL COMPOSITION TILE
CLR	CLEAR	HB	HOSE BIBB	PLAM	PLASTIC LAMINATE	VIF	VERIFY IN FIELD
CMU	CONCRETE MASONRY UNIT	HC	HANDICAPPED	PP	POWER POLE	VT	VINYL TILE
CONC	CONCRETE	HW	HARDWARE	PSF	POUNDS PER SQUARE FOOT	VTR	VENT THROUGH ROOF
CONT	CONTINUOUS	HMT	HOLLOW METAL	PSI	POUNDS PER SQUARE INCH	WVC	VINYL WALL COVERINGS
CPT	CARPET	HT	HEIGHT	PT	PRESSURE TREATED	WC	WATER CLOSET
CRS	COURSE	HVAC	HEATING VENTILATION AND AIR CONDITIONING	PVMT	PAVEMENT	WD	WOOD
CT	CERAMIC TILE	ID	INSIDE DIAMETER	QT	QUARRY TILE	WOW	WINDOW
DEMO	DEMOLISH OR DEMOLITION	INCL	INCLUDED/INCLUDING	R&S	ROD AND SHELF	WH	WATER HEATER
DF	DRINKING FOUNTAIN	INSUL	INSULATION	RA	RETURN AIR	WP	WATERPROOFING
DIA	DIAMETER	INT	INTERIOR	RAD	RADIUS	WPM	WATERPROOF MEMBRANE
DN	DOWN	INV	INVERT	RCP	REFLECTED CEILING PLAN	WWF	WELDED WIRE FABRIC
DOOR	DOOR	JST	JOIST	RD	ROOF DRAIN		
DS	DOWNSPOUT	LAM	LAMINATE	RF	ROCK FACE		
DTL	DETAIL	LAV	LAVATORY	RH	RIGHT HAND		
DW	DISHWASHER	LH	LEFT HAND	RM	ROOM		
EJ	EXPANSION JOINT	LT	LIGHT	RO	ROUGH OPENING		
EP	ELEVATION	MAS	MASONRY	ROW	RIGHT OF WAY		
ELEC	ELECTRICAL	MAT	MATERIAL	RWL	RAIN WATER LEADER		
EQ	EQUAL	MECH	MECHANICAL	SC	SOLID CORE		
EXH	EXHAUST	MFR	MANUFACTURER	SF	SQUARE FEET/FOOT		
EXIST	EXISTING	MISC	MISCELLANEOUS	SHR	SHOWER		
EXP	EXPANSION	MO	MASONRY OPENING	SHG	SHEATHING		
				SIM	SIMILAR		



420 Hennepin Ave Apartments  
416, 420 HENNEPIN AVENUE E, MINNEAPOLIS, MN



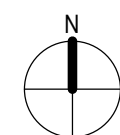
LAND USE SUBMITTAL - SEPTEMBER 15, 2020

Date	10/06/2020
Project Architect	CH
Project Number	23001
LAND USE SUBMITTAL	
X00	

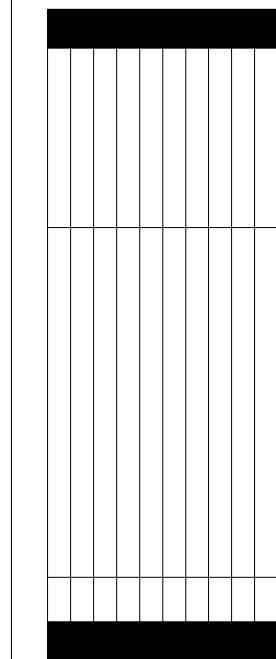




1 1ST FLOOR/SITE PLAN  
SCALE 1/16" = 1'-0"



**420 Hennepin Ave Apartments**  
416, 420 HENNEPIN AVENUE E, MINNEAPOLIS, MN



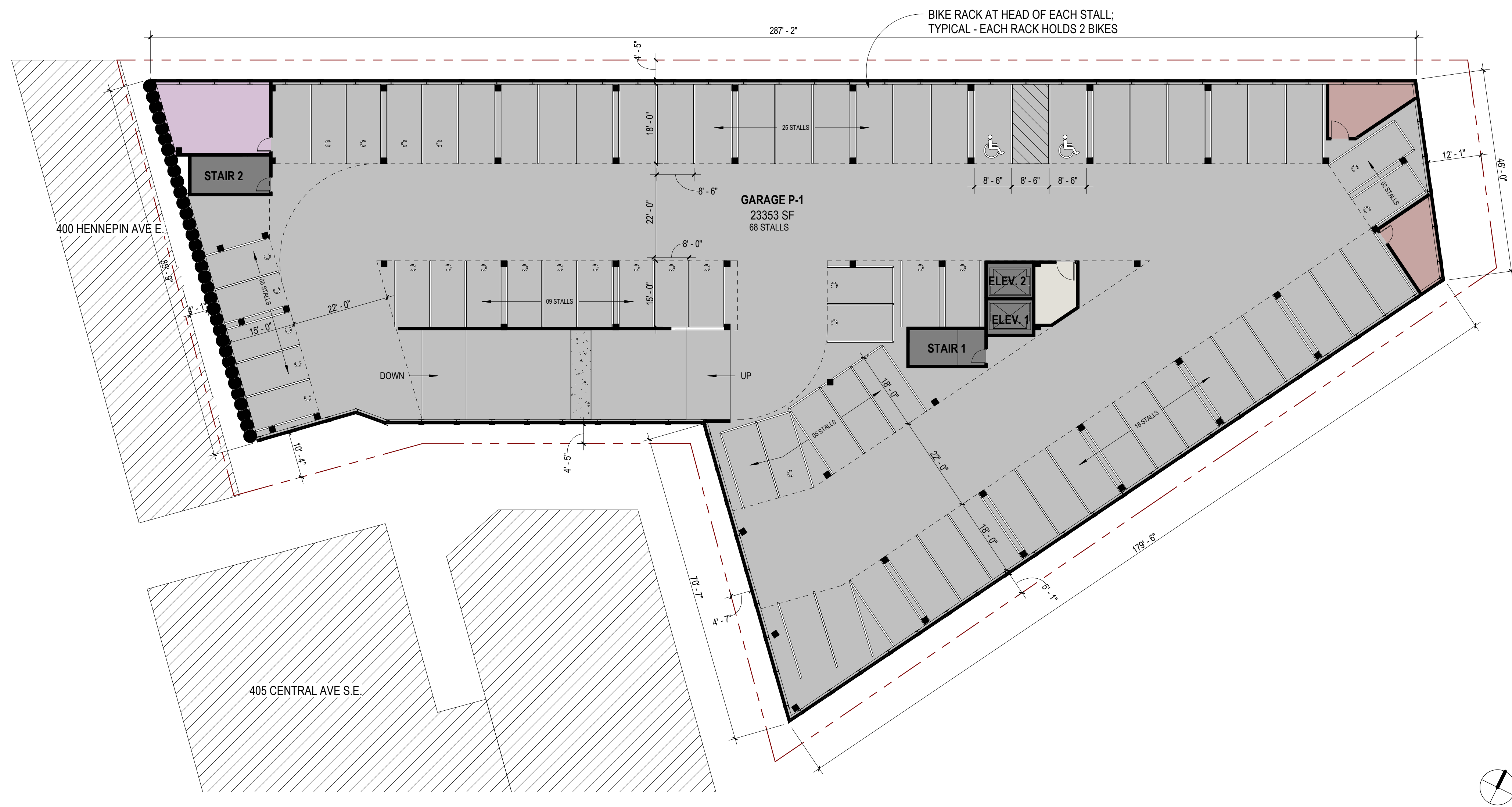
LAND USE SUBMITTAL - SEPTEMBER 15, 2020

Date	10/08/2020
Project Architect	CH
Project Number	2001

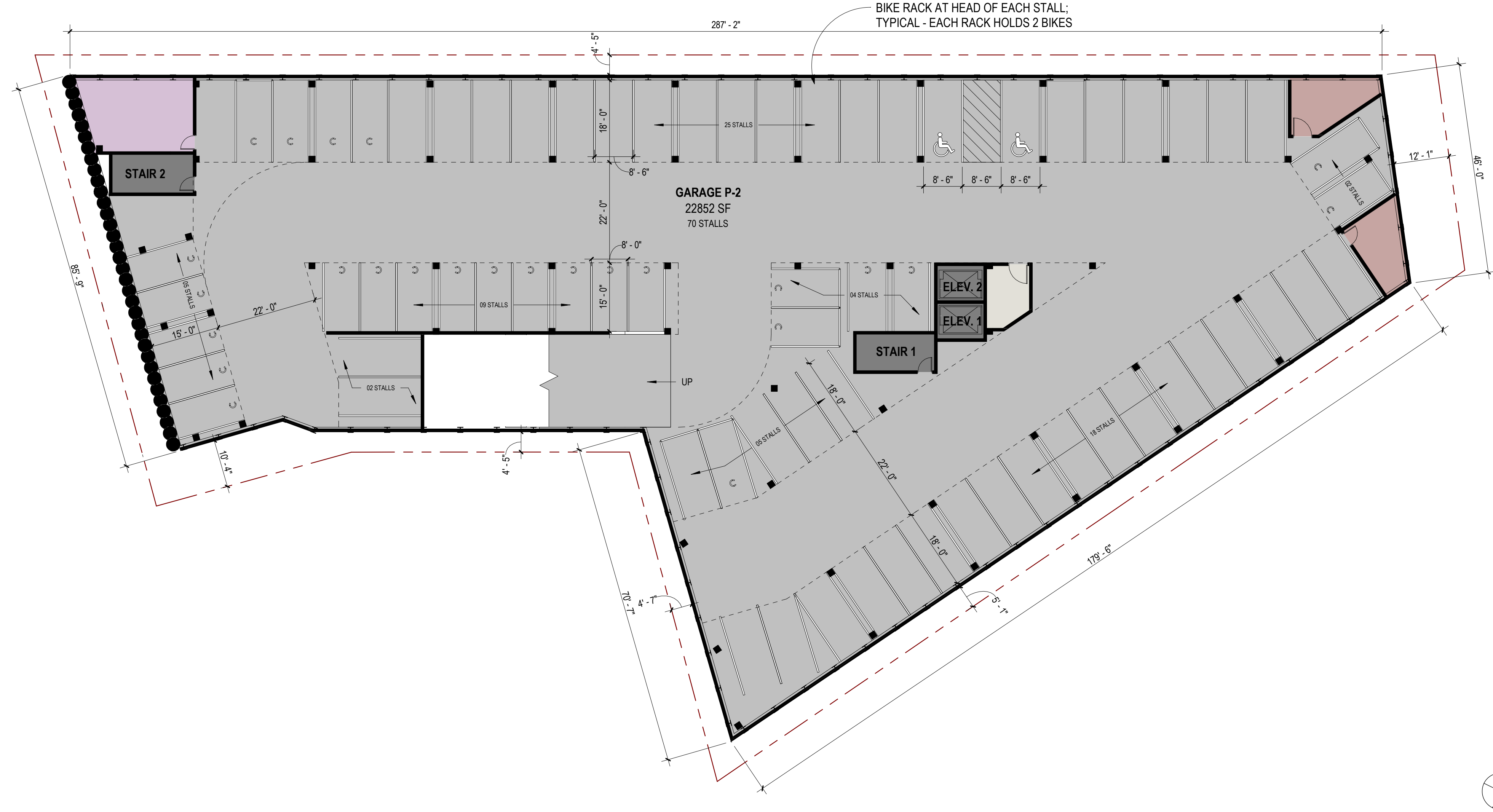
SITE PLAN  
**X01**

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**2 -1 LEVEL**  
SCALE 1/16" = 1'-0"



**1 -2 LEVEL**  
SCALE 1/16" = 1'-0"













5TH STREET PERSPECTIVE



CENTRAL AVENUE PERSPECTIVE



HENNEPIN AVENUE PERSPECTIVE



4TH STREET PERSPECTIVE





PROPOSED PERSPECTIVE - FROM HENNEPIN AVE. E & 4TH ST. SE



EXISTING PHOTOGRAPH - FROM HENNEPIN AVE. E & 4TH ST. SE



PROPOSED PERSPECTIVE - FROM CENTRAL AVE. SE & 4TH ST. SE



EXISTING PHOTOGRAPH - FROM CENTRAL AVE. SE & 4TH ST. SE





CONTEXT MAP



PROPOSED PERSPECTIVE



EXISTING SITE



EXISTING SITE



HOLMES GREENWAY HOUSING



AVEDA INSTITUTE MINNEAPOLIS



THE TERMINAL BAR



WHITEY'S OLD TOWN SALOON













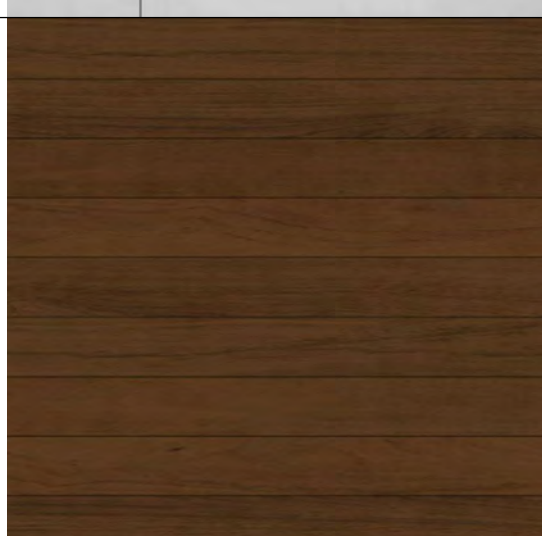
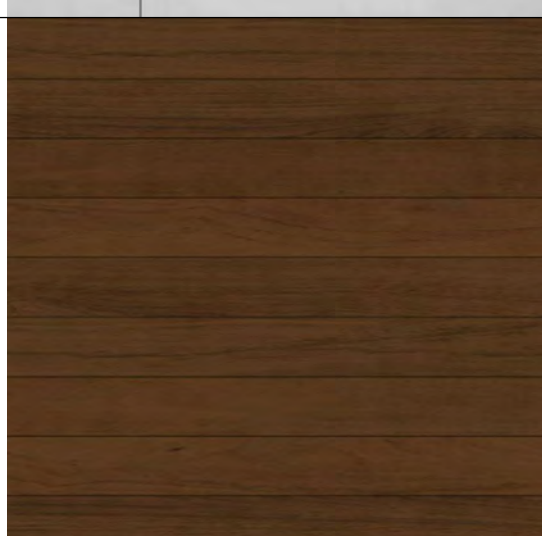
WELLS FARGO BANK & EXISTING SITE



EXISTING SITE





EXTERIOR FINISH SCHEDULE			
<div><div>MATERIAL #1</div><div><div>TYPE:</div><div>BRICK MASONRY</div></div><div><div>SIZE:</div><div>UTILITY</div></div><div><div>PATTERN:</div><div>THIRD RUNNING BOND</div></div><div><div>COLOR:</div><div>CHARCOAL</div></div></div> <td></td> <td><div><div>MATERIAL #4</div><div><div>TYPE:</div><div>FIBER CEMENT LAP SIDING</div></div><div><div>FINISH:</div><div>SMOOTH</div></div><div><div>COLOR:</div><div>WHITE TO MATCH MATERIAL #2</div></div></div><td></td></td>		<div><div>MATERIAL #4</div><div><div>TYPE:</div><div>FIBER CEMENT LAP SIDING</div></div><div><div>FINISH:</div><div>SMOOTH</div></div><div><div>COLOR:</div><div>WHITE TO MATCH MATERIAL #2</div></div></div> <td></td>	
<div><div>MATERIAL #2</div><div><div>TYPE:</div><div>5/8" FIBER CEMENT COMPOSITE PANEL</div></div><div><div>STYLE:</div><div>18" HIGH x 72" LONG (THIRD RUNNING BOND)</div></div><div><div>COLOR:</div><div>WHITE</div></div></div> <td></td> <td><div><div>MATERIAL #5</div><div><div>TYPE:</div><div>ARCHITECTURAL MASONRY</div></div><div><div>FINISH:</div><div>SPLIT FACE CMU</div></div><div><div>PATTERN:</div><div>RUNNING BOND</div></div><div><div>COLOR:</div><div>CHARCOAL</div></div></div><td></td></td>		<div><div>MATERIAL #5</div><div><div>TYPE:</div><div>ARCHITECTURAL MASONRY</div></div><div><div>FINISH:</div><div>SPLIT FACE CMU</div></div><div><div>PATTERN:</div><div>RUNNING BOND</div></div><div><div>COLOR:</div><div>CHARCOAL</div></div></div> <td></td>	
<div><div>MATERIAL #3</div><div><div>TYPE:</div><div>ALUMINUM SIDING/SOFFIT PANEL</div></div><div><div>STYLE:</div><div>PLANK SIDING</div></div><div><div>COLOR:</div><div>WOODGRAIN</div></div></div> <td></td> <td></td> <td></td>			

MATERIAL PERCENTAGES:		
MATERIAL #1:	0 SF	0%
MATERIAL #2:	2,051.45 SF	44%
MATERIAL #3:	213.80 SF	04%
MATERIAL #4:	0 SF	0%
MATERIAL #5:	0 SF	0%
GLAZING:	2,449.70 SF	52%
TOTAL:	4,714.95 SF	100%

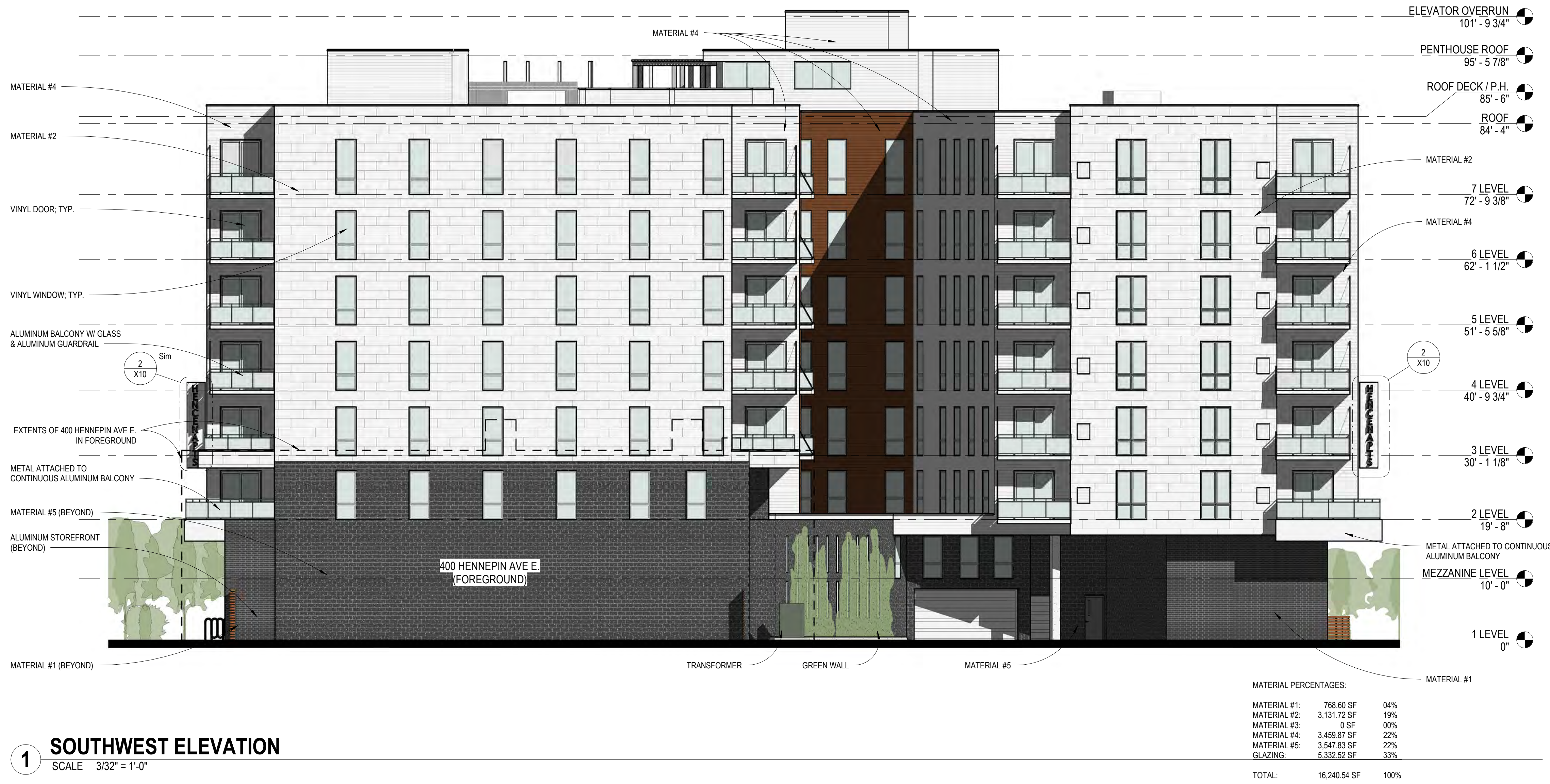
1 **NORTHEAST ELEVATION**  
SCALE 3/32" = 1'-0"



MATERIAL PERCENTAGES:		
MATERIAL #1:	3,297.34 SF	12%
MATERIAL #2:	11,673.18 SF	45%
MATERIAL #3:	468.70 SF	02%
MATERIAL #4:	104.85 SF	01%
MATERIAL #5:	0 SF	0%
GLAZING:	10,429.65 SF	40%
TOTAL:	25,973.73 SF	100%

2 **NORTHWEST ELEVATION**  
SCALE 3/32" = 1'-0"





1 **SOUTHWEST ELEVATION**  
SCALE 3/32" = 1'-0"



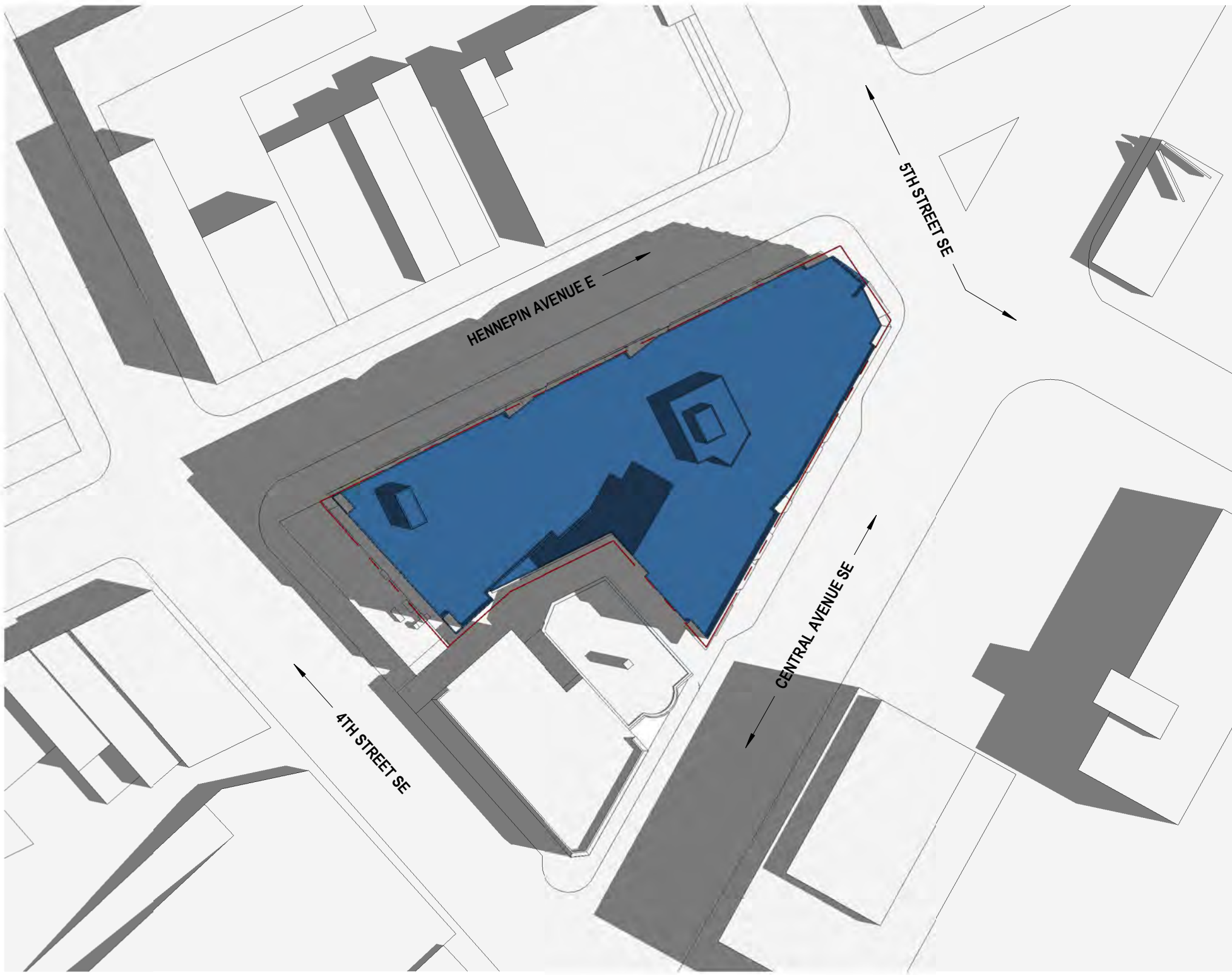
3 **SOUTHEAST ALLEY ELEVATION**  
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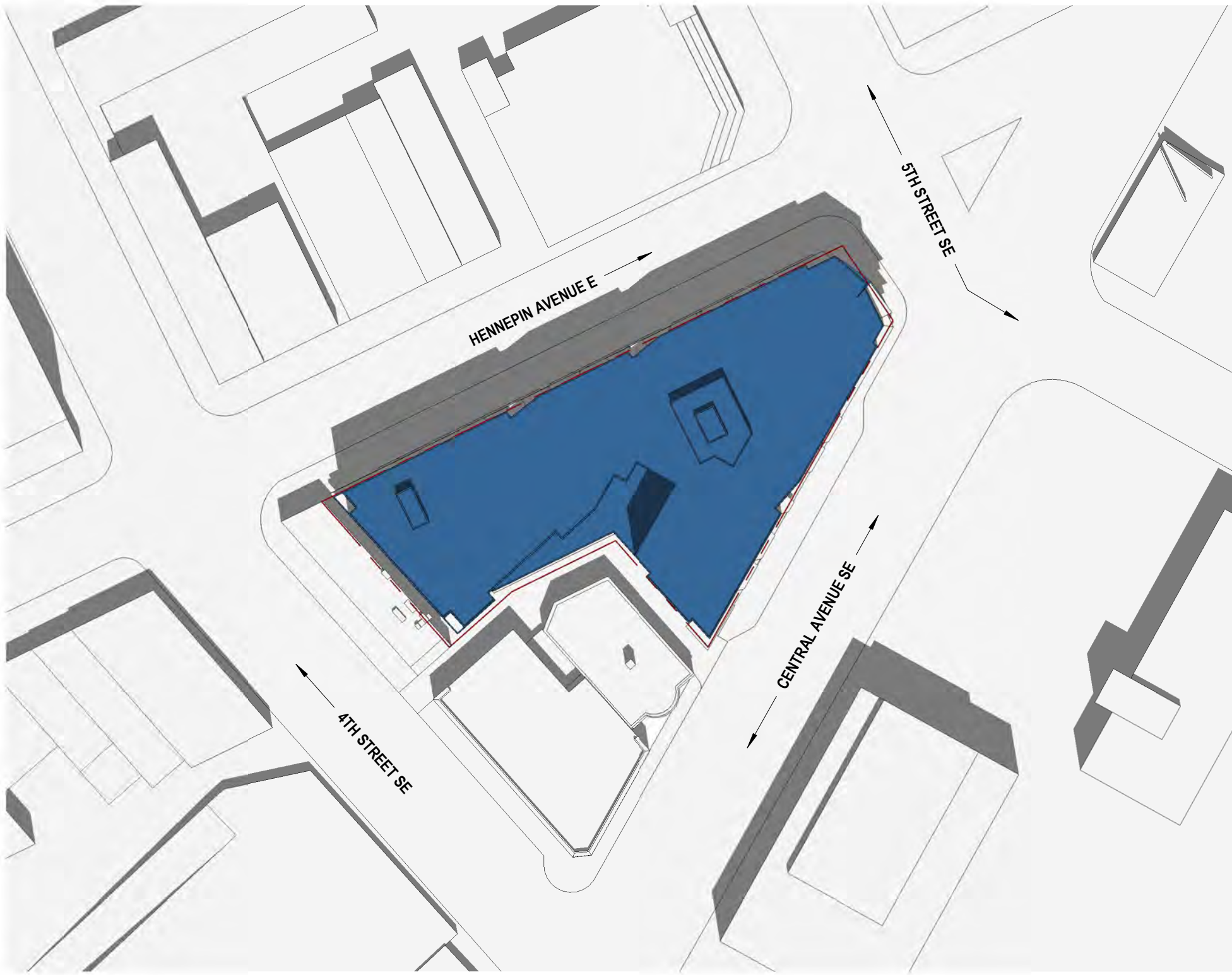
2 **SOUTHEAST ELEVATION**  
SCALE 3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE	
<b>MATERIAL #1</b>	
TYPE:	BRICK MASONRY
PATTERN/SIZE:	THIRD RUNNING BOND - UTILITY
COLOR:	CHARCOAL
<b>MATERIAL #2</b>	
TYPE:	5/8" FIBER CEMENT COMPOSITE PANEL
STYLE:	18" HIGH x 72" LONG (THIRD RUNNING BOND)
COLOR:	WHITE
<b>MATERIAL #3</b>	
TYPE:	ALUMINUM SIDING/SOFFIT PANEL
STYLE:	PLANK SIDING
COLOR:	WOODGRAIN
<b>MATERIAL #4</b>	
TYPE:	FIBER CEMENT LAP SIDING
STYLE:	SMOOTH
COLOR:	WHITE TO MATCH MATERIAL #2
<b>MATERIAL #5</b>	
TYPE:	ARCHITECTURAL MASONRY
PATTERN/FINISH:	RUNNING BOND - SPLIT FACE
COLOR:	CHARCOAL

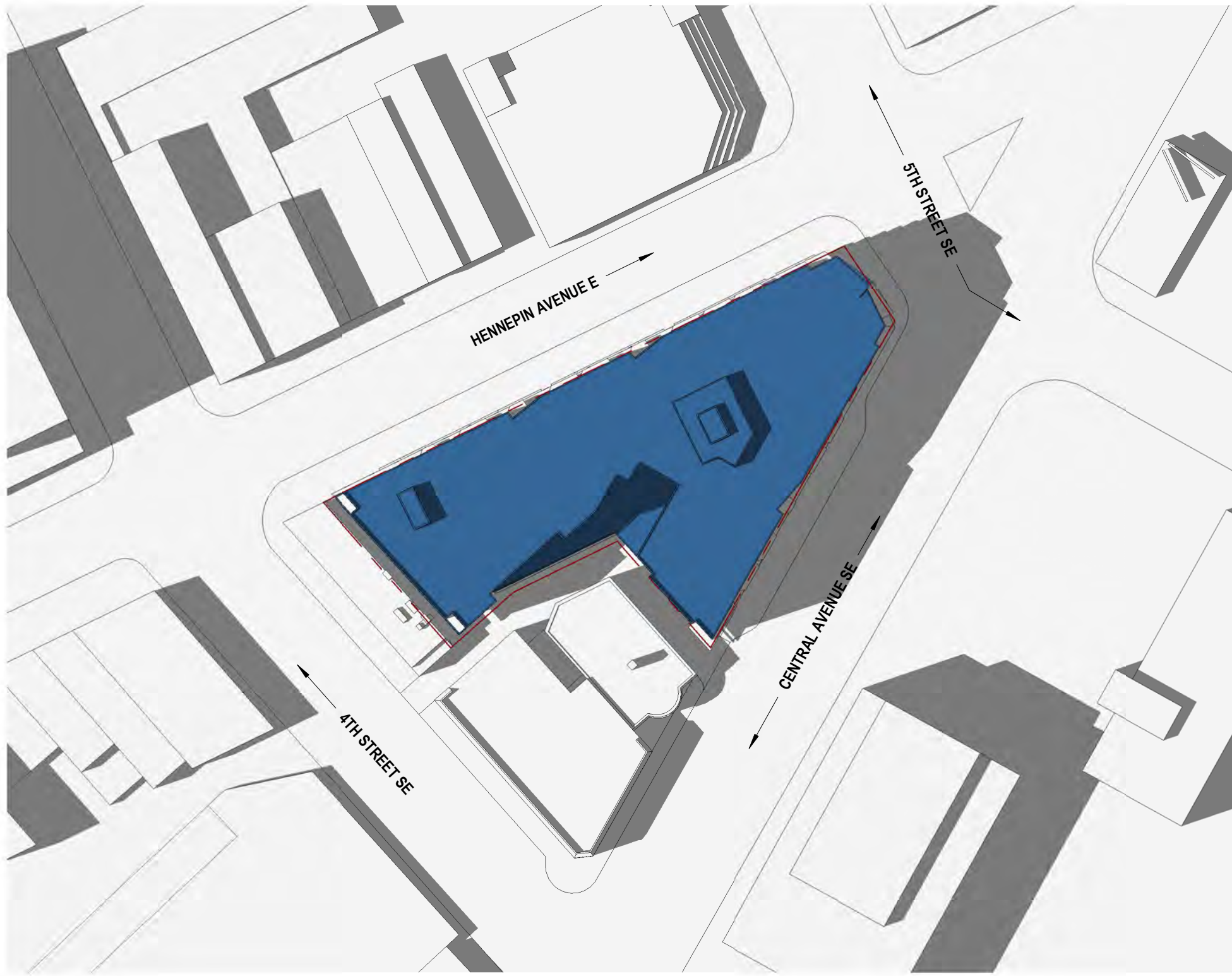




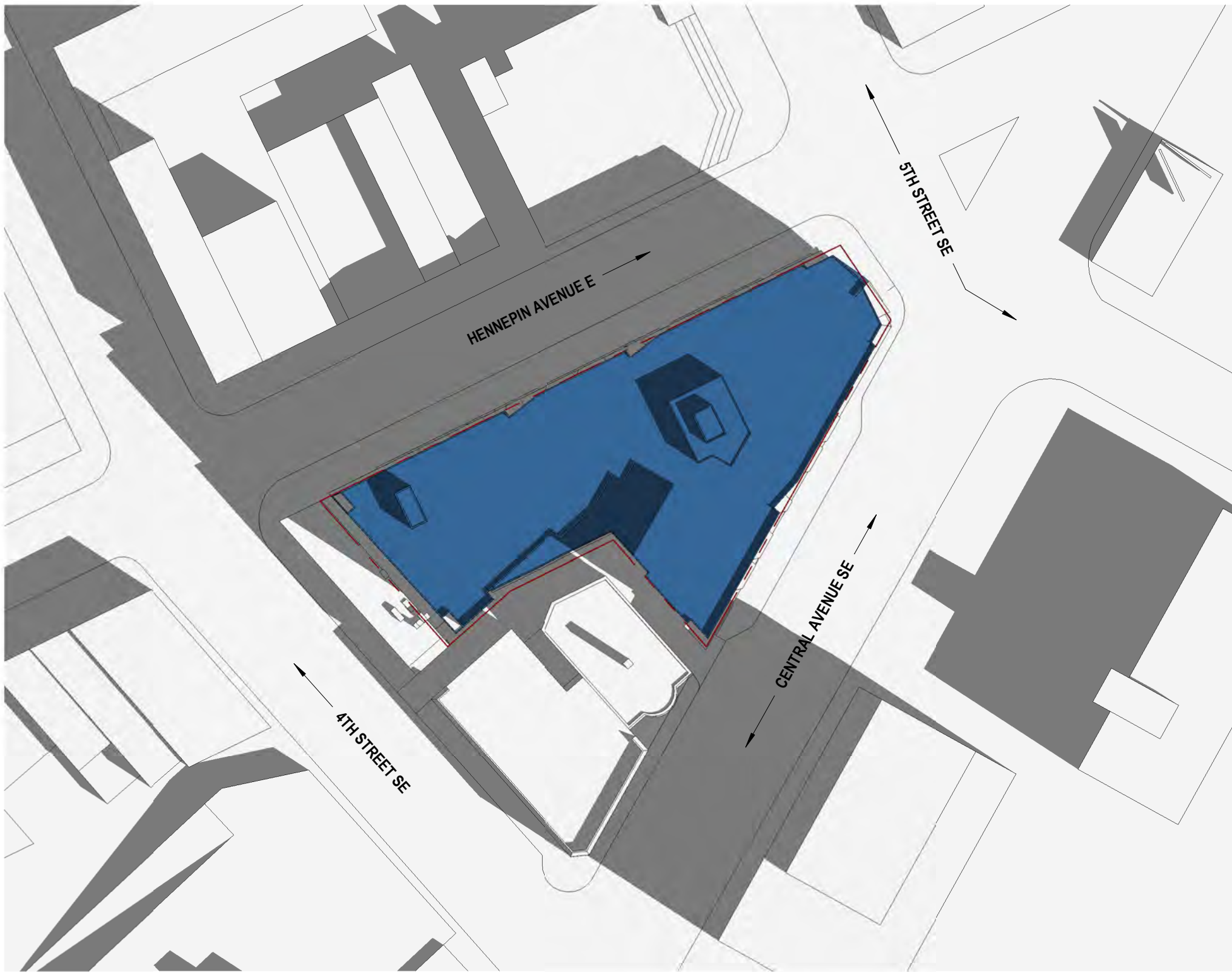
JUNE 21, 9 AM  
1/64" = 1'-0"



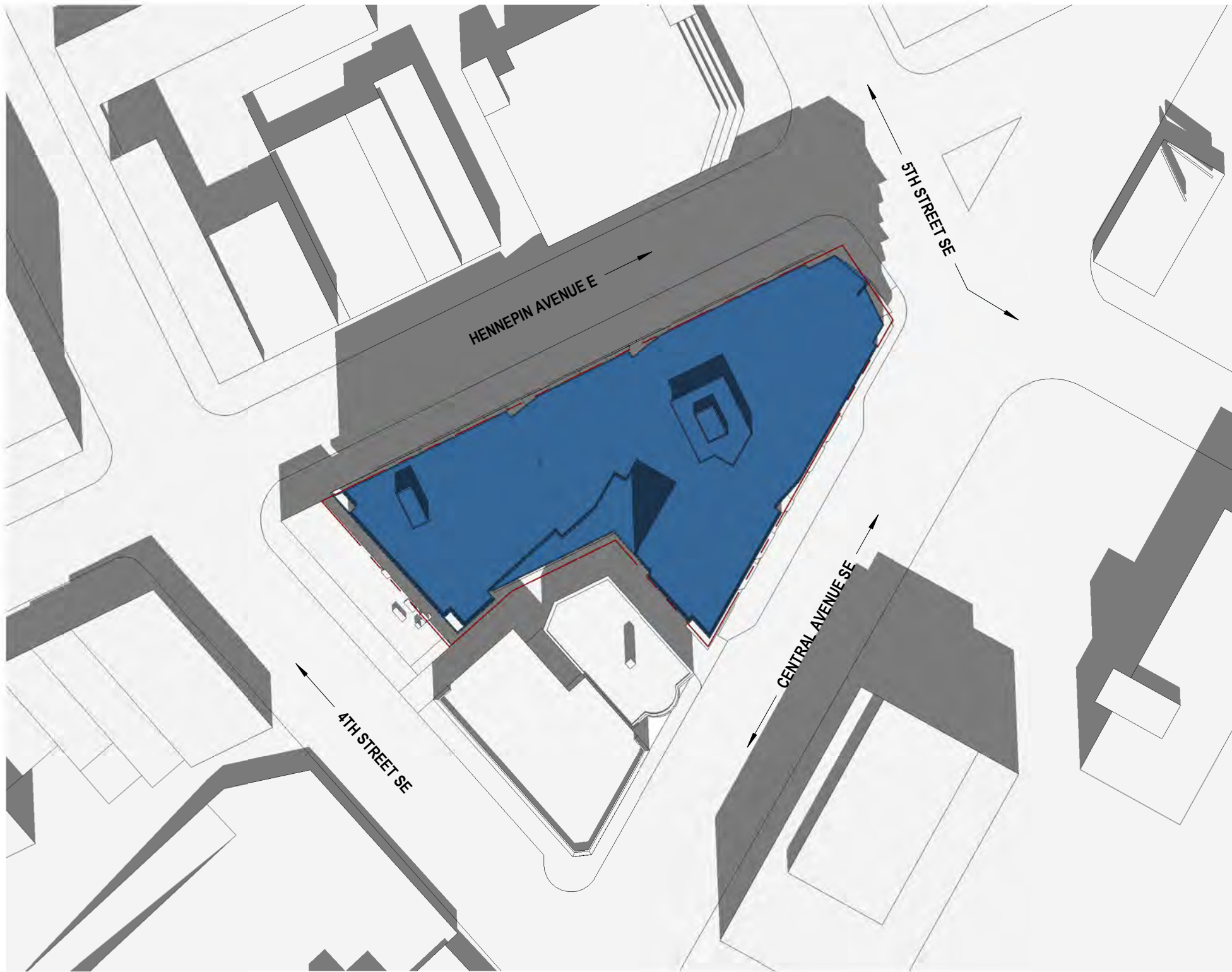
JUNE 21, NOON  
1/64" = 1'-0"



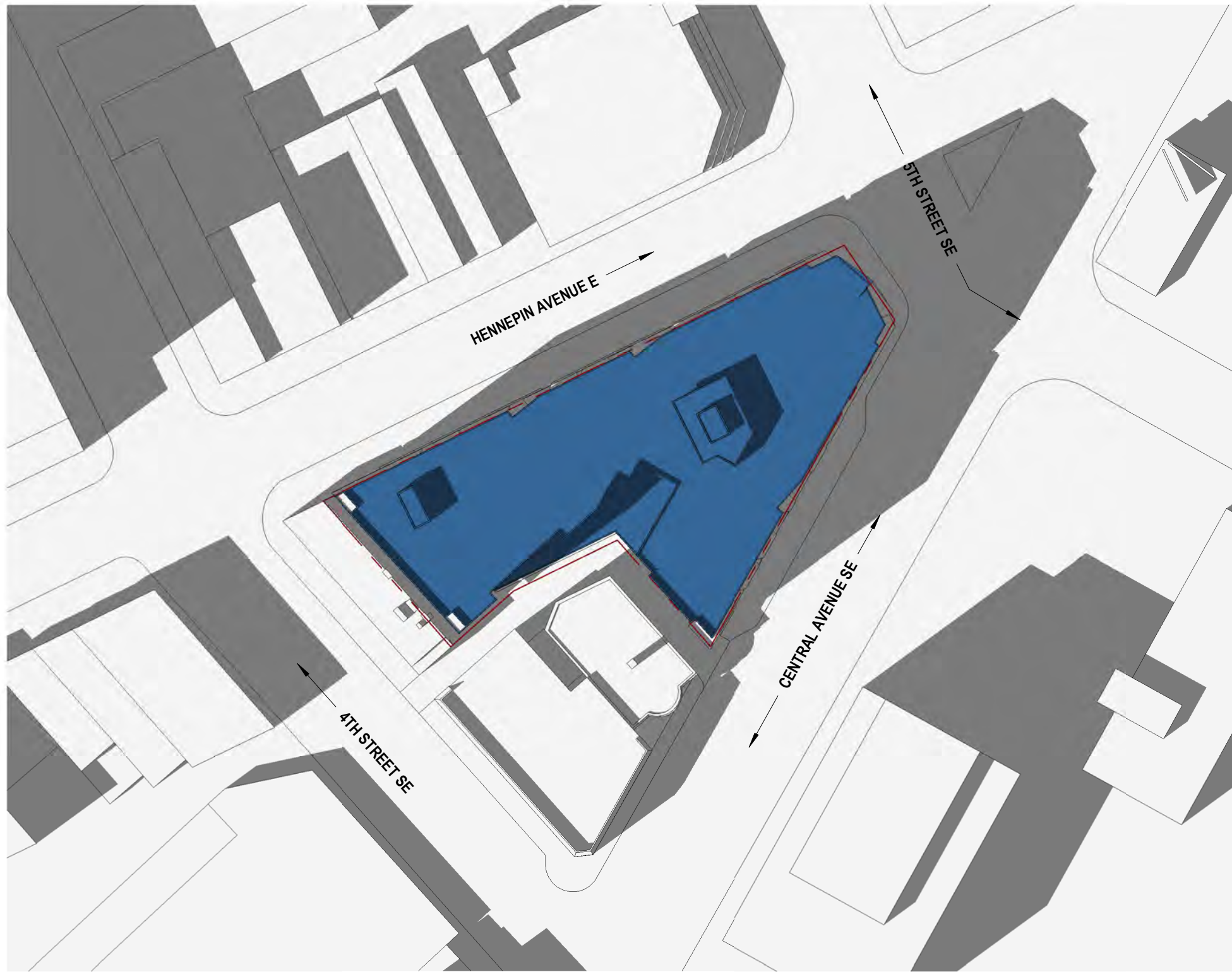
JUNE 21, 3 PM  
1/64" = 1'-0"



MARCH & SEPTEMBER 21, 9 AM  
1/64" = 1'-0"



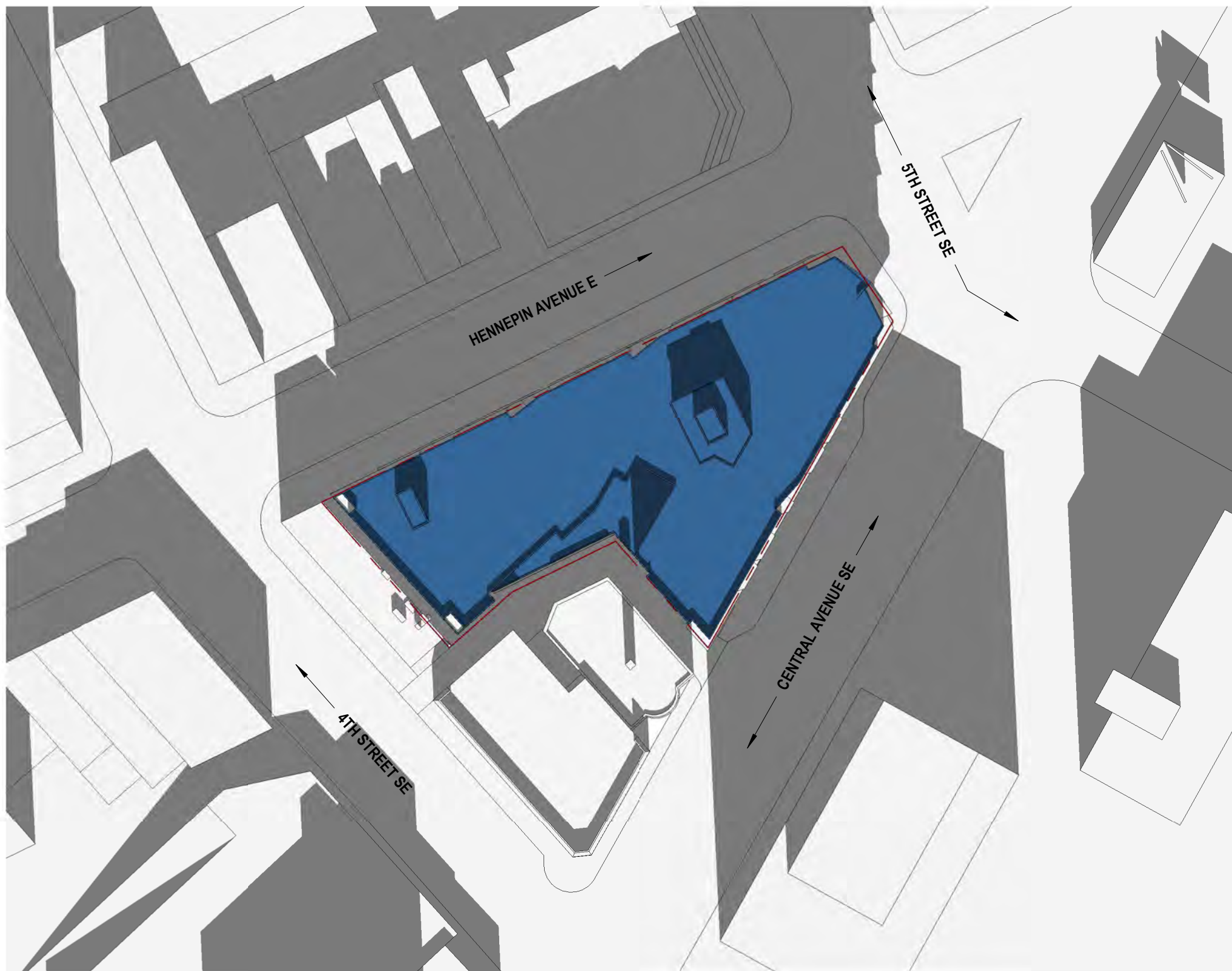
MARCH & SEPTEMBER 21, NOON  
1/64" = 1'-0"



MARCH & SEPTEMBER 21, 3 PM  
1/64" = 1'-0"



DECEMBER 21, 9 AM  
1/64" = 1'-0"

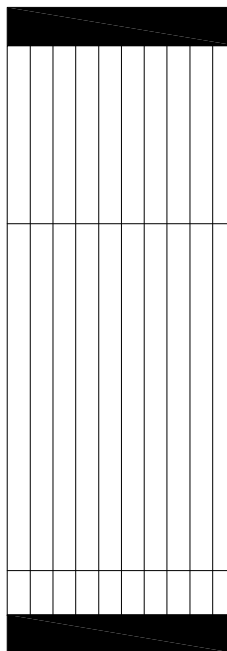


DECEMBER 21, NOON  
1/64" = 1'-0"

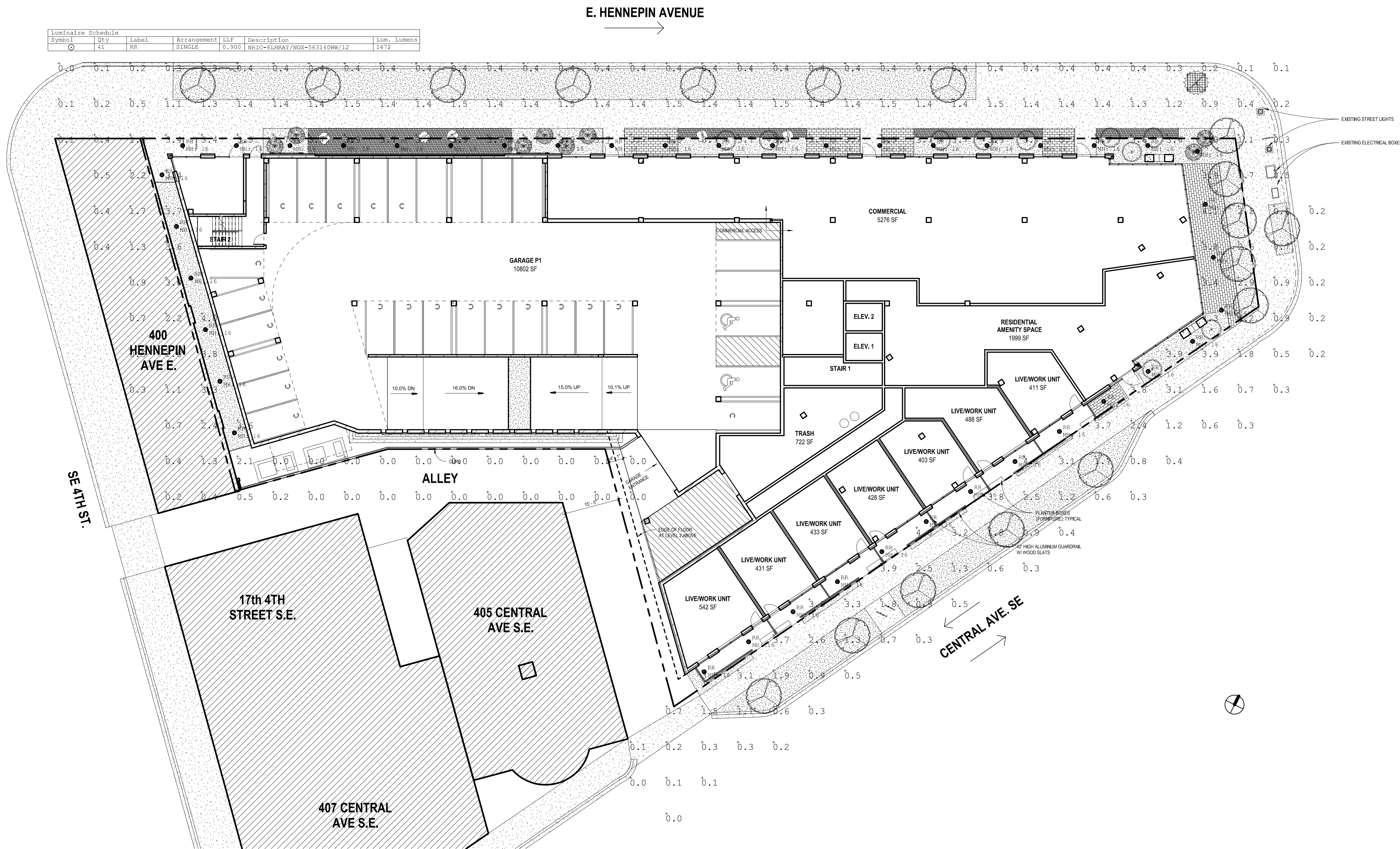


DECEMBER 21, 3 PM  
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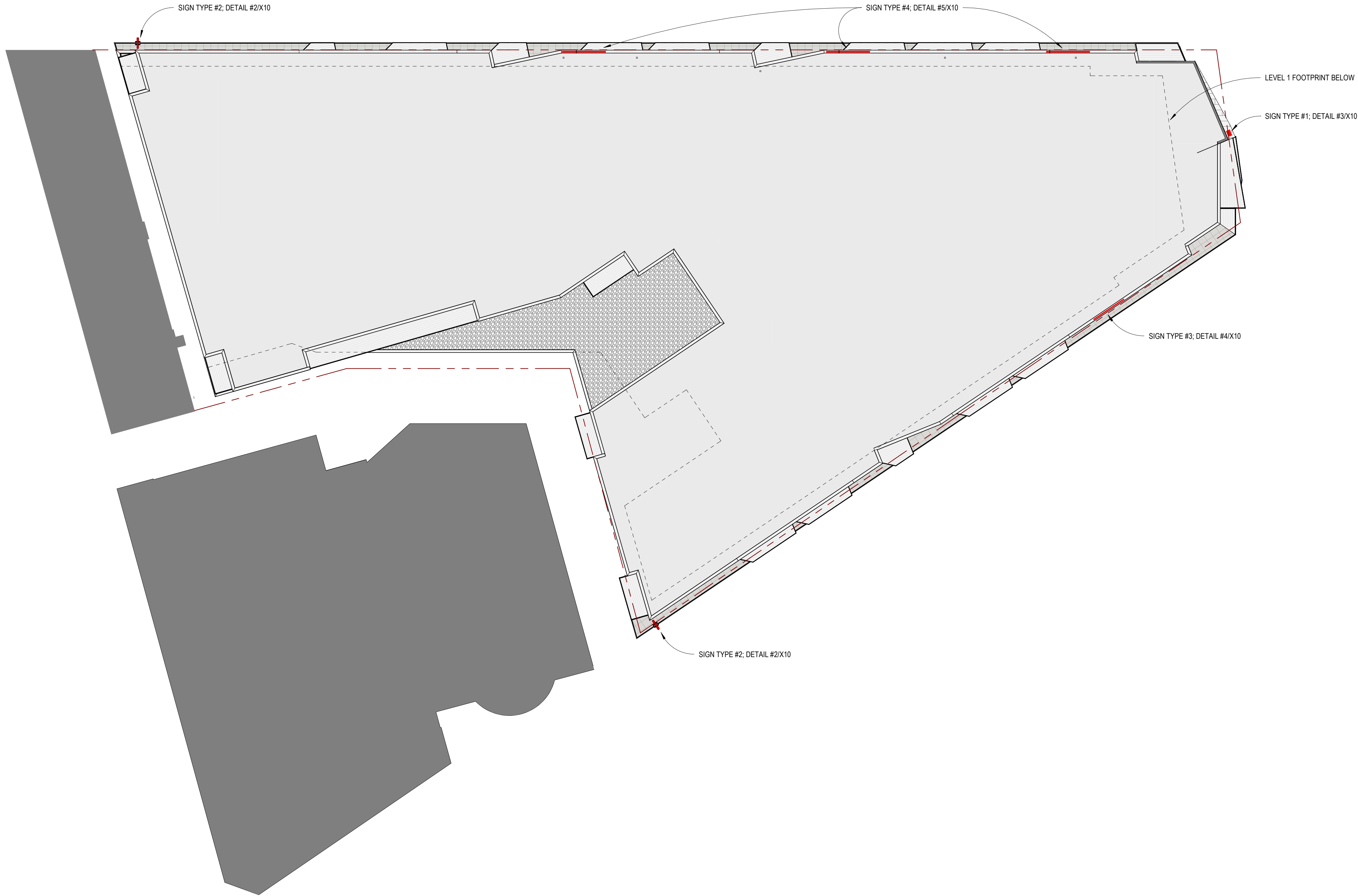




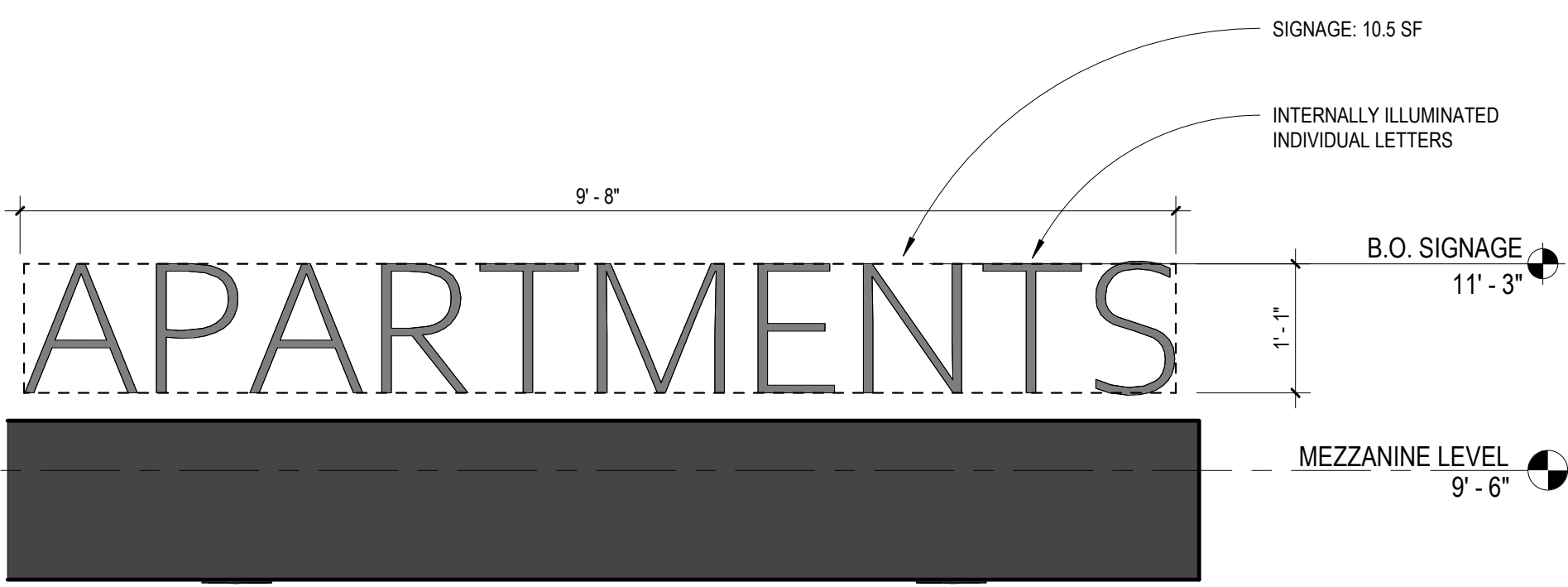
Luminaire Schedule					
Symbol	Qty	Label	Arrangement	ULF	Description
Q	11	78	STROBE	0.900	HLI-C-14-0847/2028-SK11400W/12
					14'2"







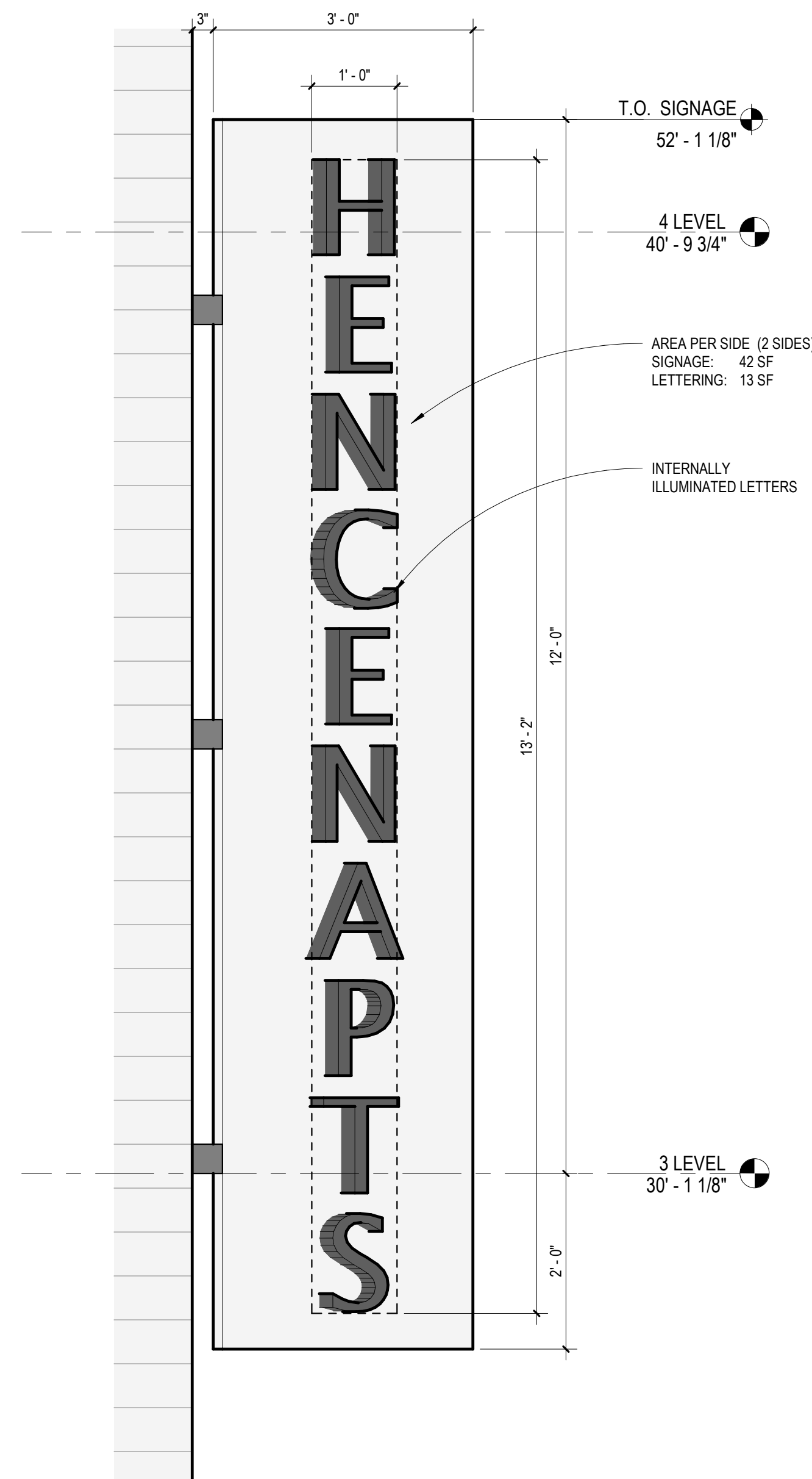
1 SIGN DATA PLAN  
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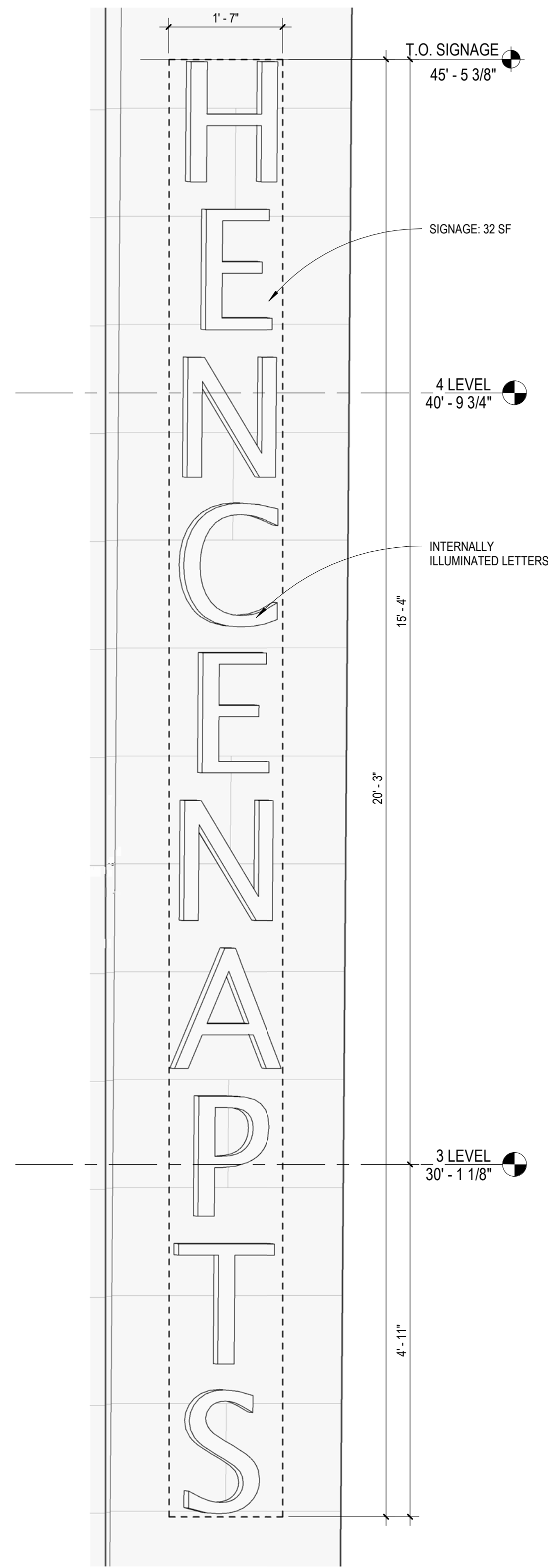
4 BUILDING SIGNAGE 'A'  
SCALE 3/4" = 1'-0"



5 BUILDING SIGNAGE 'B'  
SCALE 3/4" = 1'-0"



2 2-SIDED VERTICAL SIGNAGE  
SCALE 3/4" = 1'-0"



3 VERTICAL SIGNAGE  
SCALE 3/4" = 1'-0"

TYPE	LOCATION	MESSAGE	TYPE OF SIGN	DIMENSIONS	AREA	ILLUMINATION	SIGN MATERIALS	HEIGHT ABOVE GRADE
1	5th Street	"HENCENAPTS"	Mounted two-dimensional angled sign	20'-3" tall by 1'-7" wide	32 sf	Lit, internal	Prefinished metal / Acrylic	T.O. signage at 45'-5 3/8"
2	West corners of building north and south wing	"HENCENAPTS"	Two mounted two-dimensional signs	14'-0" tall by 3'-0" wide	42 sf per face	Lit, internal	Prefinished metal / Acrylic	T.O. signage at 52'-1 1/8"
3	First Floor - Central Ave.	TBD (Apartments building name here)	Mounted letters	1'-1" tall by 9'-8" wide	10.5 sf	Lit, internal	Prefinished metal / Acrylic	11'-3"
4	First Floor - Hennepin Ave.	TBD (commercial tenant name here)	Hanging signs	3'-0" tall by 12'-0" wide	36 sf	Lit, internal	Prefinished metal	14'-8"

# 416/420 E Hennepin Avenue Mixed Use Development

**DRAFT** Travel Demand Management Plan

Prepared for

Solhem Companies



October 21, 2020

SRF No. 02014042

## Plan Approval

### Solhem Companies

By: \_\_\_\_\_ Dated: \_\_\_\_\_

Jason Lord

Vice President of Development

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Minneapolis, MN 55401

### Minneapolis Community Planning and Economic Development Department

By: \_\_\_\_\_ Dated: \_\_\_\_\_

Steve Poor

CPED Development Services Director

### Minneapolis Public Works Department

By: \_\_\_\_\_ Dated: \_\_\_\_\_

Allan Klugman, PE, PTOE

Traffic Operations Engineer

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## Introduction

SRF has completed a Travel Demand Management Plan (TDMP) for the proposed mixed-use development in the City of Minneapolis, MN (see Figure 1: Project Location). The proposed development is generally bounded by E Hennepin Avenue to the north, 4th Street SE to the west, Central Avenue SE to the south, and 5th Street SE to the east. The main objectives of this study are to review existing operations within the study area, evaluate transportation impacts related to the proposed development, including proposed access, circulation, and parking, and recommend any necessary improvements and/or strategies to accommodate/enhance the proposed development. This TDMP documents City of Minneapolis Travel Demand Management (TDM) policies and goals for sustainable growth, potential impacts to area traffic and parking, and recommended TDM strategies to address area transportation impacts associated with the proposed development. The following information provides the assumptions, analysis, and recommendations offered for consideration.

## Project Description

The proposed development site, located at 416/420 E Hennepin Avenue, is currently occupied by a connected two-story/one-story building, and two (2) surface parking lots. The buildings are assumed to be primarily vacant, and the surface parking lots currently serve adjacent businesses (i.e. Whitey's Old Town Saloon and the Stray Dog). The surface parking lots combine to provide approximately 47 parking spaces and are expected to be removed as part of the proposed development.

Based on the City of Minneapolis zoning districts, the proposed development site is currently zoned C-2 (Neighborhood Corridor Commercial District) and is proposing to be rezoned to C-3A (Community Activity Center District). The zoning parking regulations for the proposed site are discussed later in this document. The proposed development consists of a multi-level residential development with ground floor retail, and an internal parking garage, which is expected to be completed by 2022. The development plan includes a total of 230 apartment units and 5,300-sf of commercial space. As part of the development, a 204-space off-street parking structure is proposed, along with the reconstruction of the curb along Central Avenue SE to eliminate approximately three (3) on-street parking spaces. The project is proposing to provide 240 bicycle parking spaces, which will consist of a combination of exterior short-term visitor spaces (10-spaces) and long-term, secure spaces located inside the parking structure (230-spaces). Access to the development is proposed at two (2) existing access driveways, one (1) on 4th Street SE and one (1) on Central Avenue SE. A summary of the project elements is shown in Table 1.

**Table 1: Project Elements Summary**

Type of Use	Proposed Development
Apartment Units	230 Units
Commercial Space	5,300 square feet
Vehicle Parking	204 Spaces
Bicycle Parking	240 Spaces



**Figure 1**



## City of Minneapolis Transportation Goals

The following transportation goals are identified in the *Minneapolis Plan for Sustainable Growth*, adopted by the Minneapolis City Council on October 2, 2009:

- Policy 2.1 – Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- Policy 2.2 – Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- Policy 2.3 – Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- Policy 2.4 – Make transit a more attractive option for both the new and existing riders.
- Policy 2.5 – Ensure that bicycling throughout the city is safe, comfortable, and pleasant.
- Policy 2.6 – Manage the role and impact of automobiles in a multi-modal transportation system.
- Policy 2.7 – Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
- Policy 2.8 – Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.
- Policy 2.9 – Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- Policy 2.10 – Support the development of a multi-modal downtown transportation system that encourages an increasingly dense and vibrant regional center.
- Policy 2.11 – Minneapolis recognizes the economic value of Minneapolis-Saint Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

The developer has identified the Target Transportation Goals shown in Table 2. This goal is consistent with other area developments and is expected to be attainable due to area TDM options available to residents.

**Table 2: Target Transportation Goals**

Mode Split	Target Transportation Goals
Auto	40%
Taxi/TNC	5%
Transit/Shuttle	35%
Bike/Walk	20%

## Travel Demand Management Plan Goals

The purpose of this TDMP is to support the overall City of Minneapolis Transportation Goals previously noted, namely to encourage residents, visitors, and employees of the proposed development to use alternative modes of transportation to/from the site. This TDMP identifies actions to manage and minimize vehicle trips and parking generation by the development. To ensure that key issues are identified and adequately addressed, this TDMP has been prepared in consultation with the City of Minneapolis Community Planning & Economic Development (CPED) and Public Works Departments. The transportation goals set forth previously in Table 2 are attainable, due to a number of factors working in favor of the proposed development. With the close proximity of the proposed development to the downtown core, multi-purpose trails and bike lanes, bus/transit routes, shared bicycle/car stations, and various taxi/ride-sharing services, residents, visitors, and employees will have access to an abundance of transit and other alternative transportation modes.

## Disclosure of Transportation Impacts

This section of the TDMP summarizes and describes the transportation impacts associated with the proposed development.

## Existing Conditions

Existing conditions were reviewed to establish a baseline to identify any future impacts associated with the proposed development. The evaluation of existing conditions includes traffic data, roadway characteristics, and an intersection capacity analysis, which are summarized in the following sections.

### Study Intersections

The following study intersections represent the primary focus of the traffic analysis. These intersections were identified through discussion with City and County staff as they relate to potential development impacts, as well as future area infrastructure needs.

- E Hennepin Avenue and 4th Street
- E Hennepin Avenue and 5th Street
- E Hennepin Avenue and Central Avenue SE
- Central Avenue SE and 4th Street SE
- Central Avenue SE and 5th Street SE

### Traffic Data

New turning movement counts were not collected as part of the study due to abnormal travel patterns caused by the COVID-19 pandemic. Therefore, historical turning movement counts, provided by the City of Minneapolis and previous area traffic studies, were utilized to develop existing turning movement count data. Historical average daily traffic volumes, provided by MnDOT (Minnesota Department of Transportation), were also reviewed to validate the turning movement count data.



## Roadway Characteristics

A field assessment was completed to identify various roadway characteristics within the transportation system study area, such as functional classification, general configuration, posted speed limit, on-street parking, and on-street bike lanes. A summary of these roadway characteristics is shown in Table 3. Note that these are general characteristics and that there are some deviations within the area or segments of the roadways. For example, E Hennepin Avenue transitions from a 3-lane undivided one-way into a 4-lane undivided roadway east of Central Avenue SE.

**Table 3: Existing Roadway Characteristics**

Roadway	Functional Classification <sup>(1)</sup>	General Configuration	Speed Limit (mph)	On-Street Parking	On-Street Bike Lanes
Hennepin Avenue	Minor Arterial	3-lane undivided (one-way)	30	Yes	No
Central Avenue	Minor Arterial	4-lane undivided	30	Yes	Yes <sup>(2)</sup>
4th Street	Minor Arterial	3-lane undivided (one-way)	30	Yes	Yes <sup>(3)</sup>
5th Street	Local Road	2-lane undivided	30	Yes	Yes

(1) Functional Classification based on MnDOT Functional Classification GIS.

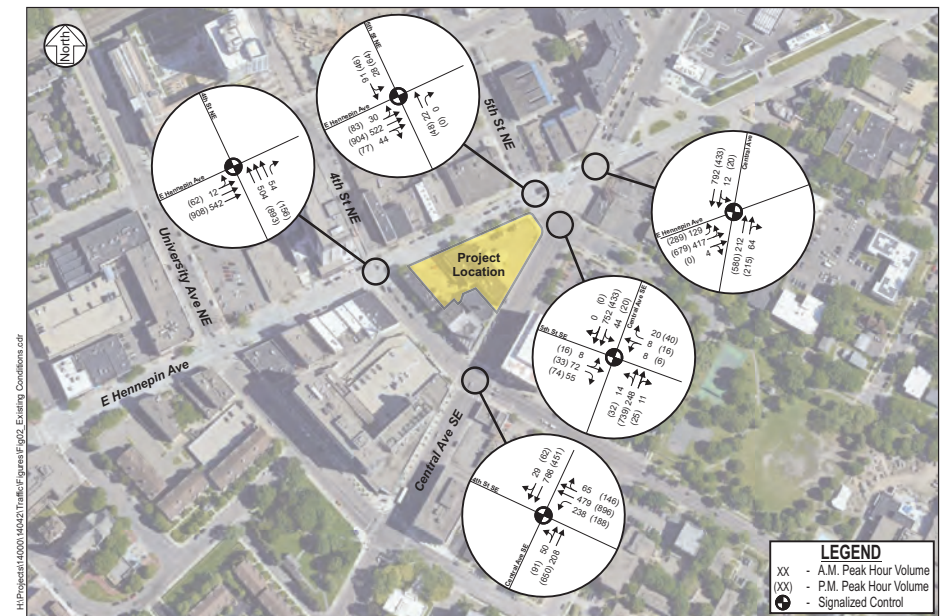
(2) On-street bike lanes are present southwest of 4th Street.

(3) On-street bike lanes are present southeast of Central Avenue.

All study intersections are signalized. Existing geometrics, traffic controls, and traffic volumes in the study area are shown in Figure 2.

## Intersection Capacity Analysis

An existing intersection capacity analysis was completed for the a.m. and p.m. peak hours to establish a baseline condition to which future traffic operations can be compared. Study intersections were analyzed using Synchro/SimTraffic. Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in Table 4. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. Overall intersection LOS A through LOS D is generally considered acceptable in the Twin Cities metropolitan area.



**Figure 2**

**Table 4: Level of Service Criteria for Signalized and Unsignalized Intersections**

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

For side-street stop controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This accounts for the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (i.e. poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Results of the existing intersection capacity analysis shown in Table 5 indicate that the study intersections currently operate at an acceptable overall LOS D or better during the a.m. and p.m. peak hours with the existing geometric layout, traffic controls, and signal timing (note existing signal timing was obtained from the City of Minneapolis and utilized for analysis). Each individual intersection operates with acceptable operations; however, this is likely due to the delay and queuing from the E Hennepin Avenue/Central Avenue SE intersection being dispersed into adjacent intersections. The unique and closely spaced intersections of E Hennepin Avenue/Central Avenue SE/5th Street, which technically operate as one signalized intersection, are near capacity during the p.m. peak hour. A major contributor of the near capacity vehicular operations during the p.m. peak hour are lane blockages, caused by either left-turning vehicles or the minimal storage along 5th Street, between E Hennepin Avenue and Central Avenue SE. When these blockages occur, the number of thru lanes for the respective roadway is reduced. These blockages are described further in the following section.

**Table 5: Existing Intersection Capacity Analysis**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay	LOS	Delay
E Hennepin Avenue / 4th Street <sup>(1)</sup>	A	6 sec.	B	20 sec.
E Hennepin Avenue / 5th Street <sup>(1)</sup>	D	46 sec.	D	49 sec.
E Hennepin Avenue / Central Avenue SE <sup>(1)</sup>	B	19 sec.	C	26 sec.
Central Avenue SE / 5th Street SE <sup>(1)</sup>	B	17 sec.	C	31 sec.
Central Avenue SE / 4th Street SE <sup>(1)</sup>	B	16 sec.	C	29 sec.

(1) Represents a signalized intersection, where the overall LOS is shown.

The following information summarizes the operational and/or queuing issues identified as part of the existing capacity analysis:

- **E Hennepin Avenue/Central Avenue SE/5th Street:**
  - Eastbound queues along Hennepin Avenue extend into the 4th Street intersection approximately 25 percent of the p.m. peak hour.
  - There is limited storage (approximately two (2) vehicles) along 5th Street SE between E Hennepin Avenue and Central Avenue SE. When the storage is filled, vehicles are unable to make their desired movement, which results in vehicle queuing/blockages on their respective roadway.
  - Left-turning movements along Central Avenue SE can cause significant operational/queuing issues, as left-turn queues restrict the thru volume along Central Avenue SE to one (1) lane.
    - The southbound left-turn movement at the E Hennepin Avenue/Central Avenue SE intersection is difficult during the p.m. peak hour due to a lack of sufficient gaps and no left-turn phasing. This results in southbound queues of approximately 400 feet or longer during the p.m. peak hour.
    - Northbound left-turn queues occur at the Central Avenue SE/5th Street SE intersection due to either conflicting volumes or limited storage along 5th Street SE, between E Hennepin Avenue and Central Avenue SE. When this occurs, queues along Central Avenue SE extend into the 4th Street SE intersection, approximately 10 percent of the p.m. peak hour, causing operational issues.
- **Central Avenue SE/4th Street SE:**
  - As mentioned previously, northbound queues along Central Avenue SE extend into the 4th Street SE intersection approximately 10 percent of the p.m. peak hour. When this occurs, westbound right-turn movements are unable to go, causing cycle failure and queues to extend approximately 600 feet or longer along 4th Street SE. It should be noted that 4th Street SE was restriped in 2019 to provide on-street bicycle lanes, which resulted in the removal of a westbound thru-left turn lane.

## Proposed Development

The proposed development, shown in Figure 3, includes a 230-unit apartment building, approximately 5,300 square feet of commercial space, and a 204-space parking structure. The development would replace the approximately 47 existing surface parking spaces and the primarily vacant two-story/one-story building. Access to the proposed development is proposed at two existing access driveways, on 4th Street SE and Central Avenue SE. As mentioned previously, E Hennepin Avenue/Central Avenue SE is congested during the p.m. peak hour and left-turn movements on Central Avenue SE can cause additional friction/operational issues. Therefore, to help identify potential impacts with the proposed development access, a full-access and right-in/right-out access alternative were evaluated at the Central Avenue SE access.

Note that Hennepin County is currently in the process of completing a traffic study to identify potential improvements for the unique E Hennepin Avenue/Central Avenue SE/5th Street intersection configuration. However, the purpose of this study will focus on the development impacts/access and will not assume any improvement alternatives at the E Hennepin Avenue/Central Avenue SE/5th Street intersection, as they have not been identified at this time.

## Background Traffic Growth

To account for general background growth in the area, an annual growth rate of one-half (0.5) percent was applied to the existing peak hour traffic volumes to develop year 2023 background traffic forecasts. This growth rate is consistent with historical trends and other TDMPs completed within the study area.

## Trip Generation

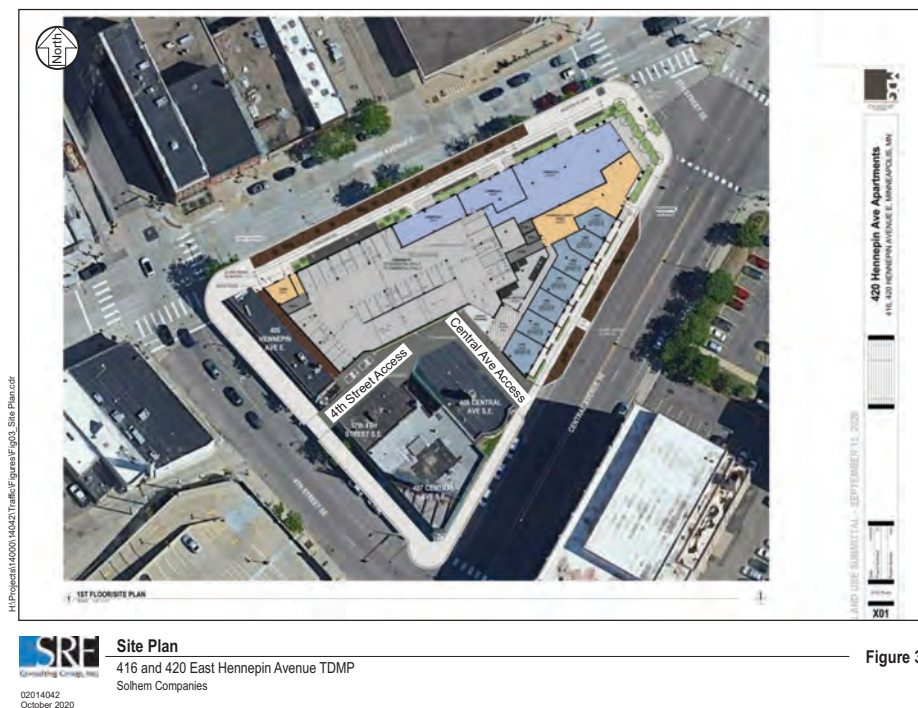
To account for traffic impacts associated with the proposed development, a trip generation estimate was developed for the weekday a.m. and p.m. peak hours and on a daily basis. The estimate, shown in Table 6, was developed using the *ITE Trip Generation Manual, Tenth Edition*. It should be noted that both the apartment and retail trip generation were estimated using a “dense multi-use urban” area rate.

**Table 6: Proposed Development Trip Generation Estimate**

Land Use Type (ITE Code)	Size	Weekday A.M. Peak Hour Trips		Weekday P.M. Peak Hour Trips		Weekday Daily Trips
		In	Out	In	Out	
Mid Rise Multi-Family (221)	230 Units	6	40	30	12	596
Shopping Center (820)	5,300 sf	7	6	13	14	200
<b>Total New Site Trips</b>		<b>13</b>	<b>46</b>	<b>43</b>	<b>26</b>	<b>796</b>

Results of the trip generation estimate indicate that the proposed development is expected to generate approximately 59 a.m. peak hour, 69 p.m. peak hour, and 796 daily trips. The trips generated were distributed throughout the area based on the directional distribution shown in Figure 4, which was developed based on existing travel patterns, traffic volumes, and engineering judgement. The year 2023 build condition traffic forecasts, which include general background growth and traffic generated by the proposed development, with the full and right-in/right-out access alternatives along Central Avenue are shown in Figure 5 and Figure 6, respectively.

416/420 E Hennepin Ave Mixed Use	10	SRF Consulting Group, Inc.
Travel Demand Management Plan		



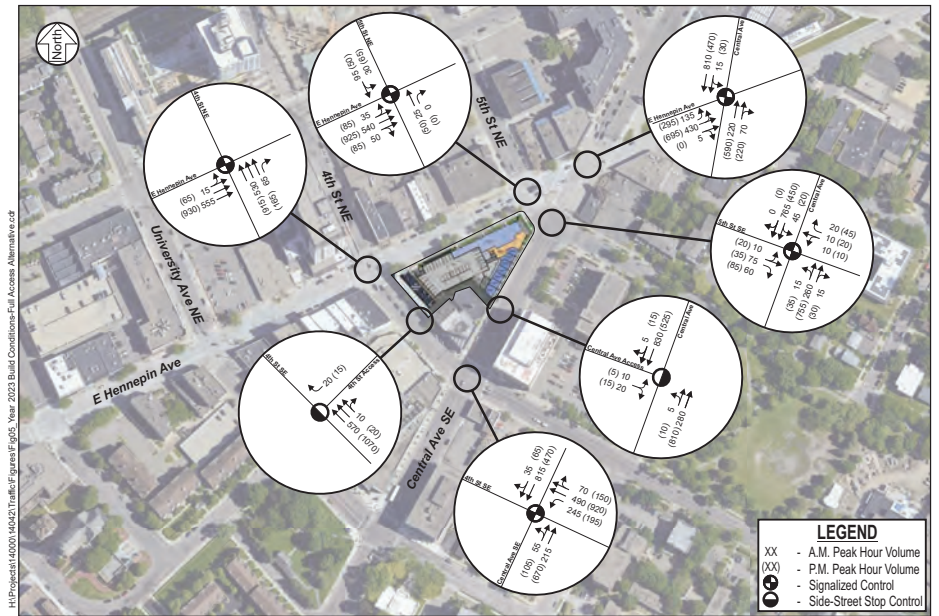
**Figure 3**





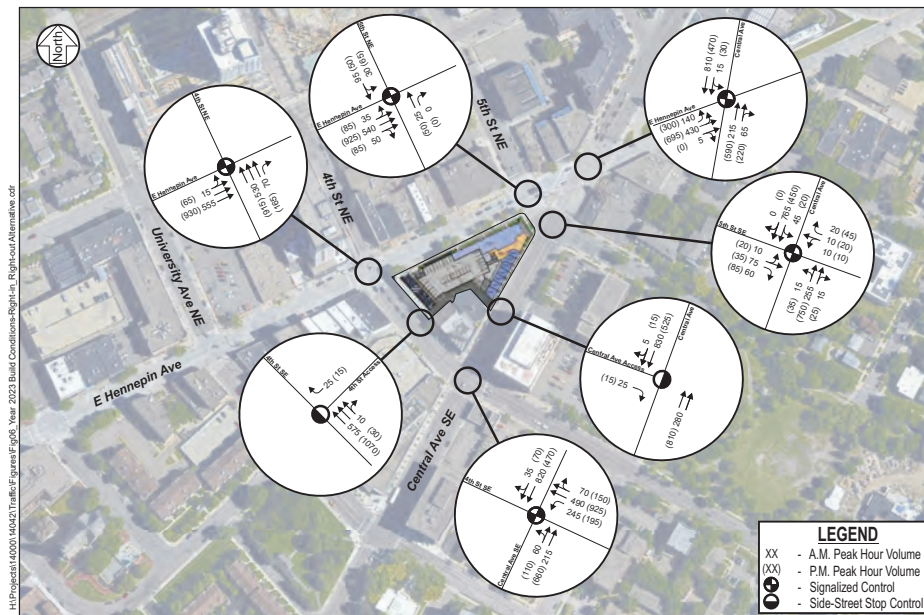
**Directional Distribution**  
416 and 420 East Hennepin Avenue TDM  
Solhem Companies

Figure 4



**Year 2023 Build Conditions - Full Access Alternative**  
416 and 420 East Hennepin Avenue TDM  
Solhem Companies

Figure 5



**Year 2023 Build Conditions - Right-in/Right-out Alternative**  
416 and 420 East Hennepin Avenue TDMP  
Solhem Companies  
02014042  
October 2020

Figure 6

## Year 2023 Build Conditions

To determine impacts associated with the proposed development, year 2023 build conditions (i.e. one-year after opening) were reviewed. The year 2023 build conditions account for general area background growth within the area as well as the trips generated by the proposed development.

### Intersection Capacity Analysis

Results of the year 2023 build condition intersection capacity analysis, shown in Table 7, indicate that all study intersections are expected to continue to operate at an acceptable overall LOS D or better during the a.m. and p.m. peak hours under both Central Avenue SE development access alternatives. Note that the analysis assumes no changes to the existing signal timing. While the intersections operate with acceptable levels of service under both access alternatives, the operational and queuing issues identified under the existing conditions are expected to worsen (queuing increases of five (5) to eight (8) vehicles) as development (from the background growth and the proposed development) occurs. As mentioned previously, Hennepin County is in the process of identifying potential improvements to the Hennepin Avenue E/Central Avenue SE/5th Street intersection configuration. Therefore, the focus of the intersection capacity analysis was to review the two access alternatives and determine the impacts on overall operations and queuing. Detailed discussion about the two (2) Central Avenue SE access alternatives are discussed below.

Table 7: Year 2023 Build Conditions Intersection Capacity Analysis

Intersection	LOS (Delay)			
	Full Access		Right-in/Right-Out	
	A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak
E Hennepin Avenue / 4th Street <sup>(1)</sup>	A (6 sec.)	B (18 sec.)	A (6 sec.)	C (21 sec.)
E Hennepin Avenue / 5th Street <sup>(1)</sup>	D (46 sec.)	D (50 sec.)	D (47 sec.)	D (50 sec.)
E Hennepin Avenue / Central Avenue SE <sup>(1)</sup>	B (20 sec.)	C (29 sec.)	B (20 sec.)	C (25 sec.)
Central Avenue SE / 5th Street SE <sup>(1)</sup>	B (16 sec.)	C (30 sec.)	B (16 sec.)	C (28 sec.)
Central Avenue SE / 4th Street SE <sup>(1)</sup>	B (16 sec.)	D (37 sec.)	B (16 sec.)	C (35 sec.)
Central Avenue SE Access <sup>(2)</sup>	A/A (9 sec.)	<b>A/E (38 sec.)</b>	A/A (8 sec.)	A/A (5 sec.)
4th Street SE Access <sup>(2)</sup>	A/A (4 sec.)	A/A (3 sec.)	A/A (3 sec.)	A/A (4 sec.)

(1) Represents a signalized intersection, where the overall LOS is shown.

(2) Represents an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst side-street approach LOS. The delay shown represents the worst side-street approach delay.

### Central Avenue SE Full Access:

- The site access approach is expected to operate at a LOS E with 38 seconds of delay on average during the p.m. peak hour. Left turning vehicles out of the site are expected to have limited gaps due to with northbound volumes and queuing impacts from adjacent intersections.
- Although the movement is expected to be minimal (approximately 8 vehicles during the p.m. peak hour), northbound left-turns into the site will cause increased congestion and delays along Central Avenue SE. Northbound queues along Central Avenue SE are expected to extend into

the 4th Street SE intersection approximately five (5) percent more during the p.m. peak hour under the full-access alternative as compared to the right-in/right-out alternative.

- **Consideration:** Consider restricting the Central Avenue access to a right-in/right-out to reduce impacts along Central Avenue SE caused by left-turning vehicles. With the one-way roadway configurations adjacent to the site, restricting the Central Avenue access is not expected to cause significant vehicle diversion and may improve travel times to/from the site. In addition, the access restriction is expected to provide safety benefits by reducing vehicular conflict points.

## Parking Assessment

As noted previously, the proposed development is expected to construct 204 off-street parking spaces and provide a net decrease of approximately three (3) on-street parking spaces. The off-street parking spaces are primarily devoted to residential parking. The off-street parking supply was reviewed by utilizing both City of Minneapolis Code and ITE parking demand. Based on the City Code the proposed development has the following minimum and maximum parking requirements:

- The minimum parking requirement of one (1) space per dwelling unit can be reduced by 50 percent due to the location of the development within one-quarter mile of a bus transit stop with midday service headways of 15 minutes or less. Therefore, the minimum parking requirement for the proposed residential development is one (1) space per two (2) dwelling units.
- The minimum parking requirements for a commercial space is one (1) space per 4,000 SF.
- The following maximum parking requirements must be followed:
  - Maximum parking not to exceed 1.7 spaces per residential unit
  - One (1) space per 4,000 SF for general retail
  - One (1) visitor space per 50 units

There is expected to be 230 dwelling units and 5,300 SF of retail space. Based on City Code, the development would be required to provide 230 spaces for the residential use and one (1) space for the commercial use. However, due to the transit incentive, the required residential parking requirement can be reduced by 50 percent to a total of 116 spaces (which includes the one commercial space). Since the development proposes to provide 204 spaces, the development meets the City Code minimum parking requirements. Additionally, the proposed supply is lower than the 391-space maximum.

With a total supply of 204 spaces, the Americans with Disabilities Act (ADA) Accessibility guidelines recommend a minimum of five (5) handicap accessible spaces for the parking structure. In addition, multi-family dwellings of 50 or more units that provide off-street parking for residents shall also provide designated visitor parking at a ratio of not less than one visitor space per 50 dwelling units. Therefore, of the 204 parking spaces provided, a minimum of five (5) guest spaces should be provided.

An estimate of the anticipated parking demand for the proposed development per dwelling unit was completed using the *ITE Parking Generation Manual, Fifth Edition* for the average and 85th percentile peak parking demand rates. Note that the off-street parking structure is intended for residents only, and retail users are expected to utilize on-street parking. Results of the parking analysis shown in Table 8 indicate that the proposed development is expected to have a parking demand between 207 and 292 spaces to accommodate the residential component of the development. Based on this assessment, there is expected to be a deficit of three (3) to 88 spaces. However, given the potential on-street parking and several alternative transportation options available within the study area, there is expected to be a lesser demand for the proposed development. The TDM strategies listed later in the document are recommended to be applied to help minimize any potential parking issues and help reduce vehicle ownership for residents.

**Table 8: Vehicle Parking Demand Estimate**

Land Use Type (ITE Code)	Size	ITE Average Peak Parking Demand	ITE 85th Percentile Peak Parking Demand
Mid-Rise Apartment (221)	230 DU	207	292
Supply		204	204
Surplus/(Deficit)		(- 3)	(- 88)

## Bicycle Parking

Based on City of Minneapolis Code, multiple-family dwellings with five or more units shall provide one (1) space per two (2) dwelling units. Furthermore, not less than 90 percent of the required bicycle parking shall meet the standards for long-term (secured internal) bicycle parking. Long-term bicycle parking for residential uses is defined as, "...spaces located in enclosed and secured or supervised areas providing protection from theft, vandalism, and weather...not located within dwelling units, or within deck or patio areas accessory to dwelling units." Additionally, a minimum of four (4) bicycle parking spaces or one (1) space per 2,000 SF of gross floor area, whichever is greater for the commercial space is required. Based on these requirements, a minimum of 115 bicycle spaces are required for the residential component, of which a minimum of 104 bicycle spaces must meet the standards for long-term bicycle parking and four (4) spaces are required for the commercial space. As noted previously, 230 enclosed and 10 exterior bicycle parking spaces are proposed, which will meet minimum bicycle parking requirements.

There is a Nice Ride Minnesota bicycle station located across the street from the proposed development, and numerous stations located throughout Minneapolis. Nice Ride Minnesota is a seasonally operated, subscription based, nonprofit bicycle sharing system in the heart of the Twin Cities Metropolitan Area. As of this TDMP, the maximum capacity of the adjacent Nice Ride Minnesota station is 15 bicycles, however, dock-less Nice Ride bikes were recently introduced within Minneapolis. Additionally, dock-less scooters are available seasonally within Minneapolis. These bike and scooter rentals can help assist with both short trips and trips to/from high frequency transit routes, along with providing guests and commercial visitors easy access to biking alternatives.



## Site Plan Review

A review of the proposed site plan was completed to identify any issues with respect to access and circulation for both pedestrians and vehicles. Results of this review indicate that appropriate traffic controls should be considered for internal driveways. A stop bar and stop sign should be installed at the egress of the proposed access prior to the sidewalk to ensure vehicles stop before proceeding through the sidewalk as to enhance pedestrian safety. As noted previously, consider restricting the Central Avenue SE driveway to a right-in/right-out access by installing signage/stripping as shown in the inset. The access restriction is expected to reduce development impacts to Central Avenue SE by prohibiting left-turning vehicles. Ensure the proposed landscaping near access points does not block sightlines for either vehicles or pedestrians to help improve safety.



## Alternative Transportation Modes Infrastructure

As shown in Table 9 (see next page), the proposed development site is served by several Metro Transit local bus routes within a quarter mile. Additionally, the nearby bus transit lines connect into downtown Minneapolis and the Green Line and Blue Line Light Rail Train. Pedestrian and bicycle travel are also very common in the vicinity of the proposed development and throughout the downtown and northeast area. Extensive sidewalk, bike path, and bike lane networks currently exist, including a bike facility along Central Avenue, 4th Street SE, and 5th Street SE and are well connected to popular destinations in the City of Minneapolis.

The last alternative transportation mode to be highlighted is shared cars. HOURCAR and Zipcar are car sharing services in use across Minneapolis. These services allow users to rent on an hourly basis (or daily depending on need) a community car without having the responsibility or significant costs of insurance, fuel, and maintenance. As of this TDMP, the nearest shared cars are located at the intersection of Central Avenue NE/7th Street NE. Given the transit and pedestrian/bicycle connections within the study area, residents are able to easily access these shared cars for any vehicle trips that may be necessary.

Table 9: Transit Service

Route	Service Area	Day	Time	Frequency
2	Minneapolis, University of Minnesota, LRT Stations	Weekday	Rush Hour	10-15 min
			Midday	10 min
			Evening	15-30 min
		Saturday	--	10-30 min
4	New Brighton, St. Anthony, Minneapolis, Downtown, Richfield, Bloomington	Weekday	Rush Hour	7-15 min
			Midday	15 min
			Evening	15-30 min
		Saturday	--	15-30 min
10	Minneapolis, Columbia Heights, Hilltop, Fridley, Spring Lake Park, Blaine	Weekday	Rush Hour	7-10 min
			Midday	10 min
			Evening	20-30 min
		Saturday	--	15 min
11	Minneapolis, Columbia Heights	Weekday	Rush Hour	15 min
			Midday	15 min
			Evening	30-60 min
		Saturday	--	15-60 min
17	Minneapolis, Downtown, Uptown, St. Louis Park, Hopkins	Weekday	Rush Hour	5-15 min
			Midday	15 min
			Evening	30-60 min
		Saturday	--	15-60 min
25	St. Louis Park, Minneapolis, Downtown, St. Anthony, New Brighton, Fridley, Mounds View, Blaine	Weekday	Rush Hour	5-40 min
			Midday	60 min
			Evening	Once/hour
		Saturday	--	Once/hour
61	Minneapolis, Downtown Minneapolis, St. Paul, Downtown St. Paul	Weekday	Rush Hour	15-30 min
			Midday	30 min
			Evening	Once/hour
		Saturday	--	Once/hour
250	Minneapolis, Mounds View, Shoreview, Blaine	Weekday	Rush Hour	5-15 min
			Midday	Two Trips
264	Minneapolis, Roseville	Weekday	Rush Hour	15-30 min
			Midday	2-3 trips
270	Minneapolis, Maplewood	Weekday	Rush Hour	10-30 min
670	Minneapolis, Hopkins, Minnetonka, Excelsior	Weekday	Rush Hour	One Trip
824	Minneapolis, Columbia Heights, Fridley, Spring Lake Park, Blaine	Weekday	Rush Hour	Two Trips

## Travel Demand Management Measures

The purpose of this section is to outline measures to encourage residents, visitors, and employees of the proposed development to use alternative modes of transportation instead of driving. The implementation of the following commitments is the responsibility of the manager and/or building owner. Should the owner sell the property, the existing or subsequent building owner agrees to fund, construct, and maintain all actions identified.

### Commitments

#### General

1. Designate a TDM liaison to coordinate various ongoing TDM commitments.
2. Monitor the implementation of the proposed TDMP commitments and progress made toward achieving the TDMP mode split goals through the following monitoring program:
  - a. Conduct a statistically valid baseline resident and visitor commuter survey within the first year of full occupancy of the proposed development.
  - b. Conduct a resident and visitor commuter survey every year for a five (5) years after the original baseline survey, or until the TDMP mode split goals for alternative modes of transportation are achieved.
  - c. After each round of annual commuter surveys, review the TDMP to determine effectiveness. As part of the review, prepare a status report for the City of Minneapolis CPED and Public Works Departments to review and approve with recommendations. These recommendations may require an alternative compliance program if significant progress toward achieving the TDMP mode split goals are not demonstrated.
3. The management shall develop and implement an incentive program in order to actively encourage residents to use alternative modes of transportation. The incentive program encompasses a range of alternatives listed throughout this document.
4. Provide a list of nearby shops, services, restaurants to residents. This can be broken down into walking distance (i.e. 15-minute walk or less), bus distance, and/or LRT distance. This can also include services and restaurants that provide delivery/pick-up and menus to those restaurants. This could be done through an e-packet, online advertisement on a wi-fi login page, a stand within the lobby, and/or a through and information binder at the front desk of the lobby.
5. Work with nearby, walkable restaurants to provide incentives for residents to utilize these restaurants. This could include discounts for residents.

#### Transit, Shared Car, Bicycles, and Trails/Sidewalks

6. Provide electronic welcome packets to residents and employees detailing ways to reduce vehicle travel, including the following:

- a. Provide links to information on carpool, transit, and bicycle/pedestrian facilities and amenities, including easy connections to downtown via Central Avenue/Hennepin Avenue or University Avenue/4th Street SE to the University of Minnesota.
  - b. Provide links to information on shared car programs.
7. Provide residents the option of subscribing to high-speed internet access. Where relevant, provide information and promote telecommuting for residents.
8. Promote biking as a mode of transportation to/from the proposed development by providing bicycle amenities, including short-term bicycle parking for visitors; long-term covered, secured bicycle parking for residents and employees; and a bicycle air/repair station.
9. Provide a coupon good for one free bicycle use or coupon codes for promotional passes for shared bicycle/scooter programs to residents. This could include Bird, Lime or Nice Ride Minnesota.
10. Provide information about transit schedules and links to information about Metro Transit/suburban express buses.
11. Provide one (1) free Metro Transit ride pass as part of the move in package for new tenants to promote a transit trial.
12. Provide a real time transit sign/kiosk within the lobby of the residential buildings.
13. Provide safe, secure sidewalks on the development property to transit facilities and nearby retail facilities, including lights and security cameras.
14. Ensure development property sidewalk areas are clean and free of snow during winter months to encourage people to utilize transit amenities during times of inclement weather.
15. Provide adequate signing inside/outside of the facility to advertise transit services and wayfinding. This can include stands with bus and train schedules and directions to nearby trails/parks. A map of the local and regional trail system with connections and trail names could be provided at this station.
16. Provide information on Hourcar/Zipcar parking spaces that can be used for short-term needs, and potentially help with the costs associated with these rentals. If possible, work with the car sharing services to set up a car sharing location more conveniently located in public parking spaces near the proposed development.

#### Deliveries

17. Develop and maintain a policy that provides for truck and service deliveries outside of peak traffic periods. This does not include courier-type deliveries.
18. Provide a dedicated off-street space or loading zone for grocery delivery and other delivery type services such as Fed Ex, and USPS.
19. Provide a secure area for packages to be dropped off. This could include a staffed front desk.
20. Encourage residents/visitors/employees to load/unload via the internal parking structure, while discouraging residents/visitors/employees from on-street operations



21. Work with grocery delivery services to provide free or reduced grocery delivery to residents from services such as Instacart, Shipt, Amazon, Cub, Hyvee, Kowalskis, Lund's/Byerly's, and/or Coborn's Delivers. This could include organizing a weekly time (or multiple times per week) in which grocery deliveries are made to the apartment from a large-scale grocer to reduce delivery costs.
22. Work with specialty retailers/services to deliver/pick-up items as necessary for residents. (i.e. dry cleaning, pet supplies, etc.)

#### **Parking**

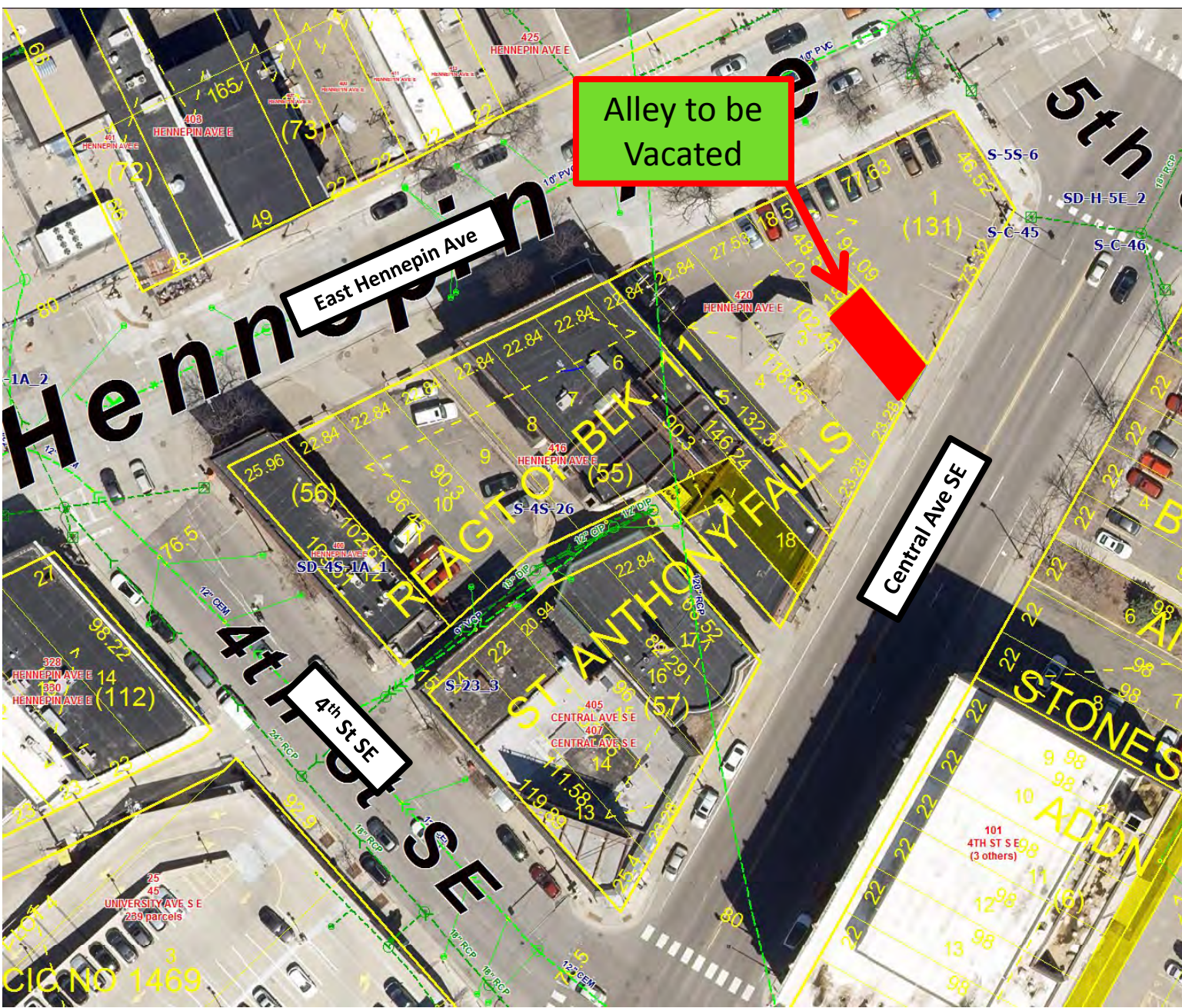
23. Access to the internal parking structure shall be controlled through access cards or other similar technology and shall be for residents, visitors, and employees.
24. Advertise apartments as downtown car-free living, close to transit, accessible to trails, and/or ultimate urban living. Refrain from advertising potential parking, while including graphics of people walking, area trails, and/or transit. Advertise all incentives (i.e. delivery specials, transit passes) that do not relate to vehicles.

#### **Budget and Schedule**

25. All costs associated with the implementation of these 'TDMP' commitments will be borne by the project developers and building owners/management.
26. All TDMP commitments will be implemented (if applicable) within one year after the certificate of occupancy is issued for the development.







CIC NO 1469

September 30, 2020

Mei-Ling Smith  
CPED-Planning  
250 4<sup>th</sup> St. So., Room 300  
Minneapolis, MN 55415

RE: Vacating an alley laying northeasterly of 4<sup>th</sup> St SE, between East Hennepin and Central Avenues (Vacation 1749)

Dear Ms. Smith,

Public Works staff has reviewed this vacation petition and recommends **approval** of said petition.

The areas requested to be vacated are legally described as follows:

All of the public alley dedicated by the recorded plat of REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, Hennepin County, Minnesota, which lies southwesterly of the southwesterly line of Lot 1, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, southeasterly of the southeasterly line of Lot 2, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, northeasterly of the northeasterly line of Lot 3, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, and northwesterly of a line drawn northeasterly from the most easterly corner of said Lot 3 to the most southerly corner of said Lot 1.

Sincerely,



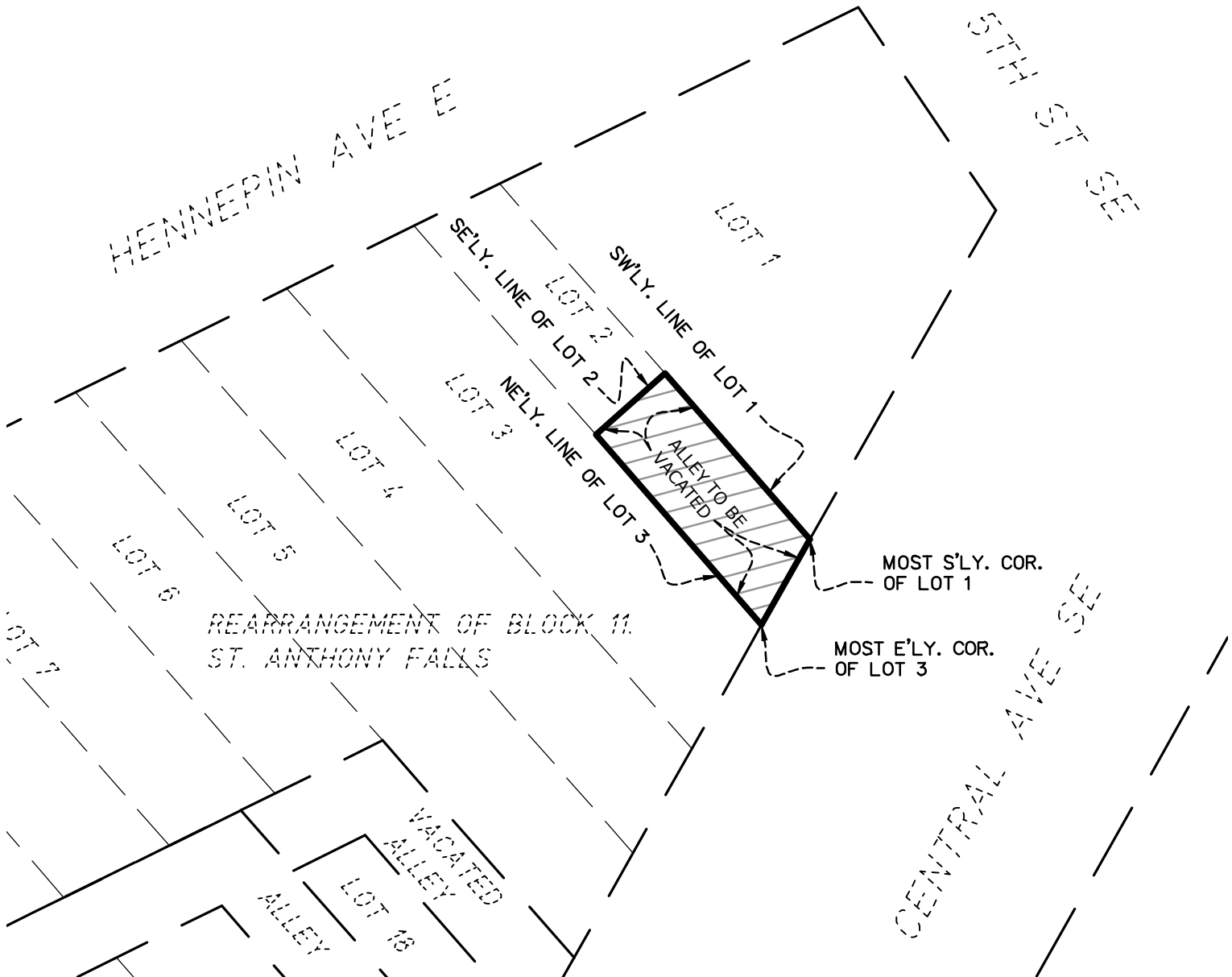
Don Elwood, Director  
Transportation Engineering & Design Division

cc: Jeff Handeland

**ALLEY VACATION EXHIBIT-VACATION APPLICATION NO. 1749**  
**REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS**  
**City of Minneapolis, Hennepin County, Minnesota**

**DESCRIPTION OF PROPOSED ALLEY VACATION**

All of the public alley dedicated by the recorded plat of REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, Hennepin County, Minnesota, which lies southwesterly of the southwesterly line of Lot 1, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, southeasterly of the southeasterly line of Lot 2, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, northeasterly of the northeasterly line of Lot 3, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, and northwesterly of a line drawn northeasterly from the most easterly corner of said Lot 3 to the most southerly corner of said Lot 1.



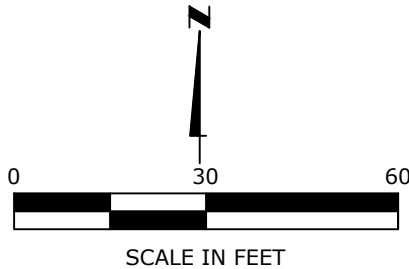
**MINNESOTA CERTIFICATION**

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 3rd day of September, 2020

Rory L. Synsteliem

Minnesota License No. 44565



**CivilSite**  
**GROUP**

4931 W. 35TH ST. SUITE 200  
ST. LOUIS PARK, MN 55416  
CivilSiteGroup.com

Drawn By: TH  
Project No. 19461

SHEET 1 OF 1





700 West Linden Avenue  
PO Box 1165  
Minneapolis, MN 5540-1165

October 14, 2020

Mei-Ling Smith  
Senior Planner  
Department of Community Planning & Economic Development  
City of Minneapolis  
250<sup>th</sup> South 4<sup>th</sup> Street, Room 300  
Minneapolis, MN 55415

RE: Vacation File No. 1749; Alley Laying Northeasterly of 4<sup>th</sup> Street SE., Between East Hennepin and Central Avenue.

Dear Mei-Ling Smith:

CenterPoint Energy has no objection or issues related to the Vacation File No. 1749; Alley Laying Northeasterly of 4<sup>th</sup> Street SE., Between East Hennepin and Central Avenue.

If you have any questions, please feel free to call me at 612-321-5381.

Respectfully,  
CENTERPOINT ENERGY

A handwritten signature in black ink that reads "Chuck Mayers". The signature is written in a cursive, flowing style.

Chuck Mayers, **SRWA**  
Senior Agent, Right of Way  
[charle.mayers@centerPointenergy.com](mailto:charle.mayers@centerPointenergy.com)

10/23/2020



Minneapolis Department of Community Planning  
and Economic Development  
ATTN: Mei-Ling Smith, Senior Planner  
250 S 4<sup>th</sup> St., #300  
Minneapolis, MN 55415

Vacation File # 1749  
No Reservations/No Objection

**SUBJECT: Alley located on Tax Parcel 2302924120131  
420 Hennepin Ave. E., Minneapolis, MN  
FE 416 Development LLC**

To Whom It May Concern:

Qwest Corporation d/b/a CENTURYLINK QC ("CenturyLink") has reviewed the request for the subject vacation and has determined that it has no objections with respect to the areas proposed for vacation as shown and/or described on Exhibit "A", said Exhibit "A" attached hereto and incorporated by this reference.

It is the intent and understanding of CenturyLink that this Vacation shall not reduce our rights to any other existing easement or rights we have on this site or in the area.

This vacation response is submitted WITH THE STIPULATION that if CenturyLink facilities are found and/or damaged within the vacated area as described, the Applicant will bear the cost of relocation and repair of said facilities.

The Applicant is hereby advised that there is buried cable located on this property, Tax Parcel 2302924120131, 420 Hennepin Ave. E., Minneapolis, MN, which is not currently in service but is connected to the CenturyLink network. To schedule a disconnect of this cable from the network, to be performed at Applicant's cost, the Applicant should contact:

Steve E. Hoppe, Network Implementation Engineer II  
CenturyLink  
425 Monroe St., Anoka, MN 55303  
[Steve.Hoppe@Centurylink.com](mailto:Steve.Hoppe@Centurylink.com)  
Office (612) 431-3489  
Cell (320) 291 2852

Any other questions can be directed to:  
Brenda Englerth, Right of Way Contractor  
CenturyLink  
5500 Forest Ln., Fort Loudon, PA 17224  
(717) 729-5116  
[brenda.englerth@centurylink.com](mailto:brenda.englerth@centurylink.com)



Sincerely yours,

Tommy Sassone  
Network Infrastructure Services  
CenturyLink  
PRN 832341

Attachments: Exhibit A (3 pages)

cc: Curt Gunsbury, Solhem Companies, [curt@solhem.com](mailto:curt@solhem.com)

## **RESOLUTION**

**By Goodman**

**Vacating an alley laying northeasterly of 4th St SE, between East Hennepin and Central Avenues, Vacation File No. 1749.**

Resolved by The City Council of The City of Minneapolis:

Vacating all of the public alley dedicated by the recorded plat of REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, Hennepin County, Minnesota, which lies southwesterly of the southwesterly line of Lot 1, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, southeasterly of the southeasterly line of Lot 2, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, northeasterly of the northeasterly line of Lot 3, said REARRANGEMENT OF BLOCK 11. ST. ANTHONY FALLS, and northwesterly of a line drawn northeasterly from the most easterly corner of said Lot 3 to the most southerly corner of said Lot 1.

# NICOLLET ISLAND EAST BANK

neighborhood association

NIEBNA  
500 8th avenue se  
minneapolis, mn 55414

niebna.org  
612.623.7633

October 1, 2020

Sam Rockwell  
City Planning Commission, President  
250 South 4<sup>th</sup> Street, Room 350  
Minneapolis, MN 55415  
*via email to [mei-ling.smith@minneapolismn.gov](mailto:mei-ling.smith@minneapolismn.gov)*

**Re: Solhem Properties proposal at 416-420 East Hennepin Avenue**

Dear Mr. Rockwell,

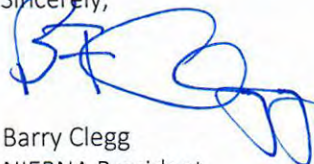
The Nicollet Island-East Bank Neighborhood Association (NIEBNA) has evaluated the proposed project by Solhem Properties for a seven-story, 229-unit mixed use building at 416-420 East Hennepin Avenue.

NIEBNA does not support this project because we believe it wholly undermines this city's laudable goals found in the Minneapolis 2040 Comprehensive plan:

- It fails to meet the 2040 policy for increased height and density in T30 transit corridors.
- It fails to comply with the 2040 plan for active use requirements on commercial corridors. We do not believe an 85-foot wall along East Hennepin Avenue—whether adorned with a mural or not—constitutes an active use.
- We are gravely concerned with the negative impacts to pedestrian and bicyclist flow that would be caused by a two-way vehicular entrance/exit off of Central Avenue.

The intersection of East Hennepin and Central Avenues is a noteworthy gateway to our neighborhood. We eagerly welcome development at this decade-old blighted surface lot bounded by buildings in disrepair. Yet this is a once in lifetime opportunity for an exceptional building that rises to the occasion, and to the height, promised through the 2040 plan. This building does not meet the challenge.

Sincerely,



Barry Clegg  
NIEBNA President

Cc: Jason Lord and Curt Gunsbury, Solhem Properties; Steve Fletcher, Ward 3 Council Member

**From:** [Keri Pickett](#)  
**To:** [Smith, Mei-Ling C.](#)  
**Subject:** Re: [EXTERNAL] 416-420 East Hennepin  
**Date:** Monday, October 26, 2020 1:02:15 PM

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Thanks Mei-Ling! I appreciate it. Now I understand.

What we do not have in our neighborhood is green space! All the new apartments with people with pets and no place for them to go - so to speak!

Best, Keri

Keri Pickett  
Producer/Director/DP & Photographer  
PICKETT PICTURES LLC  
413 East Hennepin Avenue, Minneapolis, MN 55414  
[612-623-3410](tel:612-623-3410) studio, [612-801-6727](tel:612-801-6727) cell

[Instagram @keripickett](#)  
[Twitter @keripickett](#)  
[keri@keripickett.com](mailto:keri@keripickett.com)  
[keripickett.com](http://keripickett.com)



[First Daughter and the Black Snake](#)  
[First Daughter and the Black Snake on Facebook](#)  
[First Daughter and the Black Snake on Twitter](#)  
[First Daughter and the Black Snake on Amazon](#)  
[The Fabulous Ice Age Documentary Film](#)  
[The Fabulous Ice Age Online on Amazon](#)  
[The Fabulous Ice Age on Facebook](#)

On Mon, Oct 26, 2020 at 10:59 AM Smith, Mei-Ling C. <[Mei-Ling.Smith@minneapolismn.gov](mailto:Mei-Ling.Smith@minneapolismn.gov)> wrote:

Hi Keri,

Sure. I have attached an exhibit showing where there is an old segment of unused right-of-way on the site. This section must be "vacated" in order for private development to go on it. In other words, it is currently owned by the City, but the City can vacate it if it is not needed for a public purpose. We have received a letter from Public Works that it is not needed, and they are recommending approval of the vacation. Please let me know if you have any additional questions.

Thanks!

Mei-Ling

**From:** Keri Pickett <[keripickett@gmail.com](mailto:keripickett@gmail.com)>  
**Sent:** Monday, October 26, 2020 10:49 AM  
**To:** Smith, Mei-Ling C. <[Mei-Ling.Smith@minneapolismn.gov](mailto:Mei-Ling.Smith@minneapolismn.gov)>  
**Subject:** Re: [EXTERNAL] 416-420 East Hennepin

Thank you can you please explain the variance in right of way? Best, Keri

On Mon, Oct 26, 2020 at 10:47 AM Smith, Mei-Ling C. <[Mei-Ling.Smith@minneapolismn.gov](mailto:Mei-Ling.Smith@minneapolismn.gov)> wrote:

Keri,

Thank you for your comments. They will be included in the public record and forwarded to the Planning Commission for consideration.

Sincerely,

Mei-Ling

**Mei-Ling Smith, AICP**

*Senior City Planner - Land Use, Design, and Preservation*

She/her/hers

City of Minneapolis – Community Planning and Economic Development

250 S. 4<sup>th</sup> Street, Room 300 | Minneapolis, MN 55415

612.673.5342 | [mei-ling.smith@minneapolismn.gov](mailto:mei-ling.smith@minneapolismn.gov)



**From:** Keri Pickett <[keripickett@gmail.com](mailto:keripickett@gmail.com)>  
**Sent:** Monday, October 26, 2020 6:34 AM  
**To:** Smith, Mei-Ling C. <[Mei-Ling.Smith@minneapolismn.gov](mailto:Mei-Ling.Smith@minneapolismn.gov)>  
**Subject:** [EXTERNAL] [416-420 East Hennepin](#)

Dear Ms. Smith,

My uncle Roy Blakey and I are a property owners at [413 East Hennepin Ave.](#) and I want I put in comments regarding the rezoning of the 416 property. Our neighborhood has been overrun by housing development. We are Historic Old St. Anthony and all these tall buildings are too much our neighborhood. I have questions regarding the vacation of right of way. We object to the increased height.

I do not see a way to put comments in the record. Is there a site plan to review on line in advance of the meeting?

Thanks for your time and attention.

Best, Keri

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Keri Pickett Pickett Pictures LLC [www.keripickett.com](http://www.keripickett.com)

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

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Keri Pickett Pickett Pictures LLC [www.keripickett.com](http://www.keripickett.com)